

PORT OF MANCHESTER.

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT SANITARY AUTHORITY,

1906.

*ORDERED BY THE PORT SANITARY AUTHORITY TO BE PRINTED,
6th May, 1907.*

MANCHESTER:
H. SNAPE & SONS, 54, CHAPEL STREET, SALFORD.

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PORT OF MANCHESTER.

Limits of Jurisdiction of the Manchester Port Sanitary Authority—RED.

Hospitals where Infectious cases can be removed, under certain conditions, from vessels bound for or within the Port of Manchester—X

1. Liverpool Small-pox Hospital.
2. Liverpool Cholera, Plague and Yellow Fever Hospital.
3. Wirral Small-pox Hospital.
4. Wirral Infectious Diseases Hospital.
5. Runcorn Infectious Diseases Hospital and Small-pox Sheds.

6. Widnes Infectious Diseases Hospital.
7. Warrington Infectious Diseases Hospital.
8. Salford Infectious Diseases Hospital.
9. Salford Small-pox Hospital.

NIWA
LIVERPOOL

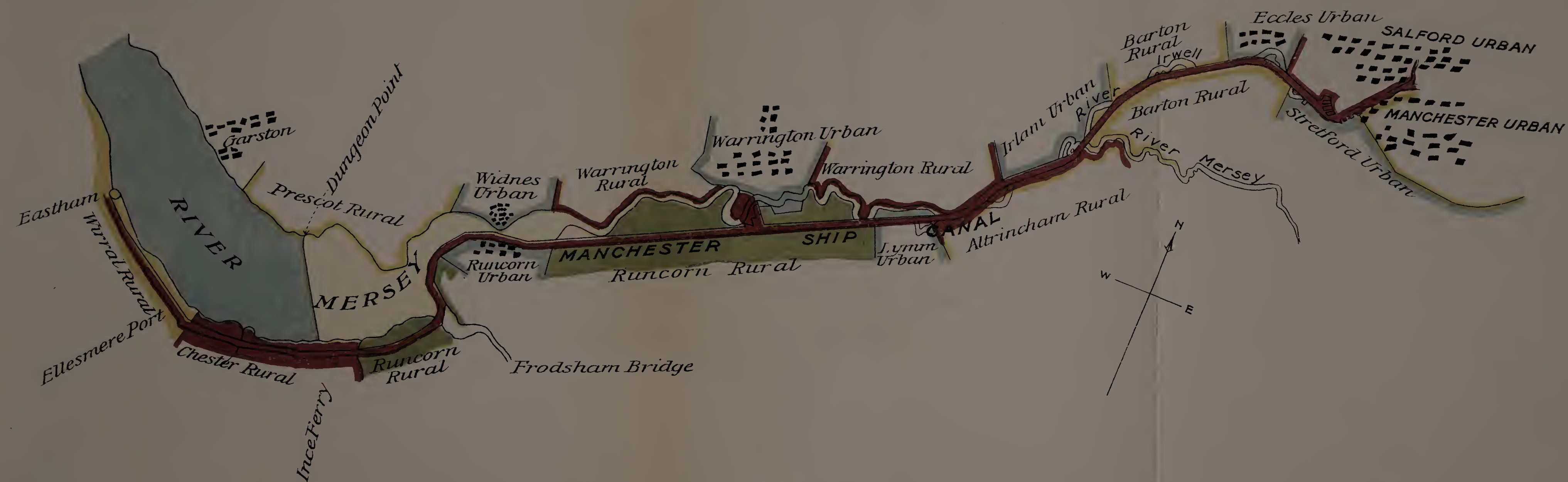


CHART SHOWING THE SANITARY DISTRICTS ABUTTING ON THE
PORT OF MANCHESTER.

PORT OF MANCHESTER.

TO THE CHAIRMAN AND MEMBERS OF THE
PORT OF MANCHESTER SANITARY AUTHORITY.

GENTLEMEN,

I have the honour to present for your consideration my Annual Report for the year 1906. This constitutes the Tenth Annual Report to the Authority, and the first it has been my privilege to indite.

The work of the department has, in my opinion, been carried out in a satisfactory manner. As you will note, there has been some diminution in the number of inspections, but this is explained in the text, and it is compensated for by a definite increase in the number of insanitary conditions rectified.

The amount of infectious disease dealt with has been normal, and the Authority is certainly to be congratulated on the continued freedom of the Port from anything approaching an epidemic.

A new Order has been obtained, during the year, which extends the powers already possessed to the examination of imported food stuffs. As this is an important departure, I have thought it desirable to refer somewhat fully to the subject under the proper heading.

I have the honour to be,

Yours obediently,

W. F. DEARDEN,

Medical Officer of Health.

15, SALISBURY BUILDINGS,
TRAFFORD ROAD,
MANCHESTER.

MANCHESTER PORT SANITARY AUTHORITY.

The Authority is composed of the following Members:—

Mr. Alderman Walton Smith, Manchester, *Chairman*.

Mr. Councillor W. Huddart, Salford, *Deputy-Chairman*.

Mr. Councillor C. G. L. Skinner	} Manchester.
„ „ T. Hassall	
„ „ H. Marsden	

Alderman Sir Wm. Stephens ...	} Salford.
Mr. Alderman J. J. Meakin ...	
„ „ E. Desquesnes ...	

„ „ „ <i>Councillor J. Robinson</i> <i>St. D. Streetford</i>	} Borough of Eccles. R.D. of Barton-upon Irwell. U.D. of Irlam.
Mr. Alderman Nathan Parr ...	

Mr. Councillor Evans	} Borough of Warrington. R.D. of Warrington.

Mr. Councillor T. Dean	U.D. of Lymm.
	U.D. of Runcorn.
	R.D. of Runcorn.
	R.D. of Bucklow.

Mr. Alderman G. I. Neil	Borough of Widnes.
	R.D. of Chester.
	R.D. of Wirral.

The Officials of the Authority are as follows:—

Medical Officer of Health—W. F. DEARDEN, M.R.C.S., D.P.H.,
15, Salisbury Buildings, Trafford Road, Salford.

Clerk—A. HOLMES, Solicitor, Bexley Square, Salford.

Sanitary Inspectors—H. ATKINSON, C.S.I. & M.F.I.,
584, Chester Road, Old Trafford, Manchester.

W. RICHMOND, C.S.I., 131, Church Street, Runcorn.

Food Inspector—R. ADAMS, C.S.M.F.I.

Meat Inspector—W. SUGDEN, C.S.M.F.I.

SICKNESS DURING THE YEAR 1906.

The total number of cases of Sickness reported during the year was 174. As will be seen from the following table, this constitutes the greatest annual number recorded since the formation of the Port Sanitary Authority.

Reported Sickness from 1897-1906, inclusive.

1897	...	...	...	16
1898	...	...	...	65
1899	...	...	...	46
1900	...	..	...	71
1901	...	...	...	89
1902	...	...	...	144
1903	...	...	..	124
1904	...	...		159
1905	...	...	...	109
1906	...	...	...	174

This increase in sickness must not be, however, ascribed to an increase in unhealthy surroundings or conditions of the crews of Manchester bound vessels. The opening of the new Dock has given greater facilities for vessels of large tonnage, and as a consequence an increased number of this class have been utilising the Canal. There has also been a particularly noticeable increase in shipping from South America, Australia and the East. The work of inspection has therefore naturally fallen more among vessels taking the longer voyages, and as Captains are expected to give an account of the state of health of their crews during the voyage, it follows as a matter of course that, as longer periods are covered, more cases of sickness should come under observation.

In accounting, therefore, for this increase in the sickness figures, first place must be given to the natural sequence. A most important factor however, and perhaps the most important one so far as the function of the Port Authority is concerned, is the obtaining of the requisite notification of these cases of sickness, and it is in this direction that the particular attention of the inspectors has been directed.

This information can be readily obtained by an inspection of the ship's log book and bill of health, but as these are taken ashore very quickly after the vessels arrive, to have this done satisfactorily, would necessitate every vessel being boarded immediately upon mooring. In actual practice therefore, as regards sickness occurring during the voyage, dependence has to be placed to a very large extent on the correctness of the information given to the Inspector by the master or officer in charge. There is great diffidence among some captains to disclose too much information as to past sickness on board, on account of a really unnecessary fear that such might be the means of an extended detention in port. In a recent experience, in order to escape notifying 13 cases of doubtful malaria, resulting in three deaths, a ship's captain chose to define his voyage as commencing at the port of call next after the one at which he had been quarantined. His excuse for adopting the definition was founded on the fact of his having finished a charter and taken a cargo for home at this particular port. His views as to what constituted a new voyage would probably have been distinctly modified if any of the crew had advanced the same reasons for demanding a discharge at this port. A voyage commences when a vessel leaves this country and finishes when she gets back, and the owners of this particular vessel were therefore instructed to inform their captains to this effect. The argument of the captain, if correct, would have been equally applicable if the cases had been plague or smallpox instead of malaria or yellow fever. That the change of a cargo or completion of a charter would make any difference to the infectiveness of a vessel, shews absurdity on the very face of the contention, and the danger to public health if such definition could by any mischance be held to be good would be incalculable. The inspectors therefore, in making their enquiries, take the broad definition of a voyage, and ask for particulars respecting all sickness occurring during its progress.

In case of the existence of actual sickness on a vessel when entering the Port, every facility is given by the Ship Canal Company for taking a notification of such, at Eastham Locks, and transmitting the information by telephone to this department. It is a pleasure to note that most captains take advantage of these facilities, and in such cases the vessel is boarded on arrival by the Medical Officer, and the nature

of the illness ascertained. Should the disease be of an infectious character, measures are at once taken to remove the patient and carry out the necessary disinfection. Under such circumstances, there cannot possibly be any detention of the vessel or delay in the discharge of cargo. It is regrettable to notice, however, that some masters are so saturated with the dread of "quarantine," that cases have arisen where sick men, not actually helpless, have been placed on duty on coming into Port, for the express purpose of escaping enquiry or notification. In one particular case, the disease turned out to be typhoid fever, from which the patient very quickly died.

The Medical Officer cannot emphasise too strongly the necessity for notification of all cases of sickness occurring on inward bound vessels. The case is totally different with a Port Sanitary Authority, as compared to an Urban or District Sanitary Authority. The latter have to deal with medical men, and should infectious disease arise, notification can be successfully enforced. The former has to deal in the main with the ship's masters who cannot be expected to discriminate between infectious and non-infectious diseases. This discrimination is entirely the function of the Medical Officer of Health in such cases, and to do this satisfactorily, it is highly important that all cases of sickness should be brought promptly to his notice. A Port Sanitary Authority is supposed to be a bar to importations into the country of infectious disease, and it is therefore of vital importance that the officials of such should be assisted and not hindered in the carrying out of this branch of their important duties.

In the opinion of your Medical Officer, there would be no hardship inflicted upon the shipping interest, by Parliament making the notification of all sickness occurring on vessels compulsory, whilst the benefits to the public from such a course would undoubtedly be incalculable. Though perhaps in a somewhat lesser degree, an extremely useful provision would be a bye-law forbidding the removal of any case of sickness from vessels in dock without an assurance, by medical certificate or personal examination by the Medical Officer, that such disease is not of an infectious character. The Port Sanitary Authority is extremely useful as a first line of defence, and could be rendered practically im-

pregnable, so far as imported infection is concerned. At present, notification can only be enforced in case of known infectious disease, and, as most captains are unable to say if any particular illness comes under this heading, cases which it is most important to stop are apt to slip through, and *do* slip through.

Particulars of each case of sickness, injury and death, are given in Table VI., a summary of the same is given in Table I., and all are usefully classified in Table II.

INFECTIOUS DISEASE.

The diseases notifiable to the Authority, under this heading, are Smallpox, Diphtheria, Membranous Croup, Erysipelas, Scarlatina, Typhus, Enteric, Relapsing, Continued and Pueperal Fevers.

One case of Diphtheria and four cases of Typhoid or Enteric Fever, as well as two cases of Measles, were dealt with by the department during the year.

DIPHTHERIA.

The single case of this disease occurred on a canal boat, and was notified, on May 11th, to this office by the Manchester Authorities, who had themselves received a notification certificate from a medical practitioner. The boat had disappeared from its moorings, and was traced to Runcorn, where Inspector Richmond boarded her. Disinfection was at once carried out, and the patient, along with a contact, was brought up to Salford on the "Hygeia." A great deal of the promptness in securing possession of this case was due to the ready manner in which the Canal Company placed their telephone service at the disposal of the Port Medical Officer.

TYPHOID OR ENTERIC FEVER.

Of the four cases coming under your Medical Officer's observation, the first was that of cattleman, removed on March 1st, from the s.s. "Tintoretto," the second, a sailor from the s.s. "Rossall," removed on March 2nd, the third, a sailor from the s.s. "British Prince," removed on July 5th. All these cases recovered. The fourth case was that of a

fireman, on the s.s. "Therese Heymann," which was removed from the vessel on October 31st. The fact of a case of sickness existing on this vessel was not notified by the Captain, but was discovered through an indirect channel, and, on a visit of enquiry being made by the Medical Officer, it was ascertained that the patient had been removed to hospital. It was subsequently ascertained that the particular hospital, was the Hope hospital, of the Salford Union, and upon following up the case at this institution, it was found to be one of Typhoid. The man was subsequently removed to the Ladywell Sanatorium, where the disease rapidly proved fatal.

As it could not be supposed that the captain knew the case to be one of typhoid fever, the Authority adopted the view that he could not be successfully proceeded against for failure to notify. The circumstances of this case however, illustrate very clearly the advisability of ships' captains notifying *all* their cases of sickness to the Port Medical Officer, and so giving him the opportunity of discriminating between infectious and non-infectious cases. The slipping through of infectious disease through want of powers to compel this notification, is further shewn by an intimation received in December, from the Salford Health Department, of the removal to "Ladywell" from a house in the borough, of a sailor suffering from "typhoid", who had arrived in dock a few days previously.

MEASLES.

Of the two cases which came under the notice of your Medical Officer, one was that of an apprentice on the s.s. "Essex" which was discovered on January 2nd, and the other, that of a seaman on the s.s. "Rissa," from Antwerp, which arrived in dock on March 16th. Both were removed to Ladywell Sanatorium, and made good recoveries.

CHOLERA, PLAGUE AND YELLOW FEVER.

By arrangement with the Liverpool Port Sanitary Authority, under a Joint Order of the Local Government Board, vessels from infected ports are boarded and examined on entering the Mersey, and any cases arising, have to be dealt with at Liverpool. This arrangement does not, however, do away entirely with the obligations of your own officials. A

strict supervision is maintained over such vessels whilst in port, and information is continually being collected as to the prevalence of these diseases in different parts of the globe.

CHOLERA. During the year this disease has been prevalent in China, the principal parts affected being Shanghai, Hong Kong, and Hankow. In the Phillipine Islands, the Ports of Iliolo and Manilla suffered severely, but a marked diminution in cases took place universally towards the end of the year. In Burmah, Rangoon, in the Straits Settlements, Singapore, and Berak; and in India, Calcutta, Bombay and Madras, have been the principal seats of the malady. In Siam, Bangkok has been much affected.

PLAGUE. This has been prevalent at ports in Arabia, Australia, Brazil, Chili, China, Egypt, Hawaii, India, Japan, Mauritius, Peru, and Siam.

YELLOW FEVER. Dahomey, Togo, Upper Senegal, and the Niger have been affected in the Eastern Hemisphere; in the West, Para and Rio de Janeiro in Brazil, Guayquil in Eucador, Merida in Mexico, Havanna in Cuba, and the States of Honduras, Salvador and Guatemala, have been most notably under the influence of the disease.

It will be seen that Plague is much more widely spread than either Cholera or Yellow Fever. The number of cases occurring also, in the areas affected, is much larger with Plague than the others combined. The danger of the former obtaining a footing in this country is also much greater and more real than is the case with the other two. Very particular caution is therefore necessary in dealing with vessels from Plague infected ports.

The importance of keeping down the number of rats on vessels, as a general sanitary precaution against plague infection cannot be over estimated. If all vessels adopted some system of rat destruction when in Port, the general danger of spreading by sea would be very much minimised. Your Medical Officer is pleased to report that several of the Lines trading regularly from Manchester, have adopted a system of clearing the vessels of rats when in that port, and the general utility of

the practice can readily be appreciated by a perusal of the appended table of particulars, which has been kindly supplied by the "Zeba" Company, who contract for the work.

NO. OF RATS DESTROYED IN THE PORT OF MANCHESTER,
DURING THE YEAR 1906.

Month.	No. of Vessels.		No. of Rats destroyed.	
January	...	7	...	797
February	...	4	...	323
March	...	2	...	105
April	...	5	...	385
May	...	7	...	269
June	...	12	...	483
July	...	15	...	1175
August	...	11	...	396
September	...	7	...	291
October	...	8	...	403
November	...	12	...	403
December	...	11	...	505
		<hr/>		<hr/>
Totals		101		5,535
		<hr/>		<hr/>

The thorough understanding of the method of spread of Yellow Fever has placed this disease on a totally different footing as regards effectual measures of prevention. The knowledge of the part played by the *Stegomyia Fasciata*, has enabled this disease to be dealt with at first hand, by directing attention to the destruction of this insect. A thorough disinfecting of vessels with Sulphur Dioxide, where any case has appeared on board, effectually prevents the spread, and the fact that such measures are rigidly carried out on the American side, combined with the knowledge that this mosquito will not live in an English climate, now give a sense of security to English Ports, which formerly could not exist.

The success which has marked the campaign against the mosquito on shore is excellently shewn by the following table of cases and deaths occurring in Rio de Janeiro, from the time effective measures were taken, in 1903, to the end of 1906.

MONTH	1903		1904		1905		1906	
	Cases	Deaths	Cases	Deaths	Cases	Deaths	Cases	Deaths
January ...	249	133	15	2	16	3	17	6
February ...	268	142	19	7	34	13	13	9
March ...	305	151	18	7	48	23	17	6
April ...	188	99	12	8	107	59	12	8
May ...	44	24	18	10	163	64	2	2
June ...	21	10	11	4	113	61	1	1
July ...	16	9	12	4	57	26	4	2
August ...	8	4	1	1	21	9	1	1
September ...	7	4	6	1	7	6	1	1
October ...	6	2	0	0	10	5	3	3
November ...	2	2	4	3	13	8	2	1
December ...	4	4	2	1	19	12	4	3
Total	1,118	584	118	48	908	289	77	43

SUMMARY OF THE CASES OF SICKNESS OCCURRING
DURING THE YEAR 1906.

TABLE I.

Malaria	..	...	...	...	...	...	53
Accidental Injuries—							
Fatal	...		2				
Non-Fatal			28				
			—	...	...	...	30
Drowning	...	...	...	...	...	...	11
Enteric Fever		...	...	...	...	...	8
Cold and Influenza	...	...	...	...	...	...	8
Venereal Diseases	...	...	...	...	...	...	6
Heart Disease		...	...	...	...	...	4
Pneumonia	...	...	...	...	...	...	4
Abscesses	...	...	...	...	...	...	4
Unknown	...	...	...	...	...	...	3
Brights Disease	...	...	...	..	...	...	3
Diarrhœa	...	...	...	...	...	...	3
Pleurisy	...	...	...	...	...	...	3
Rheumatism	...	...	...	...	...	...	3
Asthma	...	...	...	...	...	...	2
Dropsy	...	...	...	...	...	...	2
Erysipelas	...	...	...	...	...	...	2
Hæmorrhoids		...	...	...	...	...	2
Measles	...	..	..	...	...	...	2
Adenitis	...	...	...	...	...	..	1
Ague	...	...	...	...	..	...	1
Apoplexy	...	...	...	..	...	...	1
Colitis	...	...	...	..	..	...	1
Diabetes	..	...	..	...	...	...	1
Diphtheria	...	...	...	...	...	..	1
Dysentery	...	...	...	...	...	...	1
Epilepsy	...	...	...	...	...	...	1
Furunculosis		...	...	...	...	...	1

Gastric Catarrh	...	...	...	...	...	1
Gravel	...	...	...	...	...	1
Hemiplegia	...	...	...	...	...	1
Hernia	...	...	...	...	...	1
Inflammation of the Lungs	...	...	...	...	...	1
Lumbago	...	...	...	...	...	1
Otalgia	...	...	...	...	...	1
Phthisis	...	...	...	...	...	1
Retention of Urine	...	...	...	...	...	1
Smallpox	...	...	...	...	...	1
Splenic Tumour	...	...	...	...	...	1
Suicide (Shooting)	...	...	...	...	...	1
Total...						<u>174</u>

TABLE II.

The diseases thus summarised may be classified as follows :

Constitutional Disease	...	...	...	...	6
Diseases of the Alimentary System	...	...	...	...	8
" " Circulatory	...	...	...	...	7
" " Integumentary	...	...	...	...	—
" " Locomotor	...	...	...	...	—
" " Nervous	...	...	...	...	4
" " Respiratory	...	...	...	...	11
" " Urinary	...	...	...	...	5
" " Lymphatic	...	...	...	...	5
Specific Fevers	...	...	...	...	15
Malarial	...	...	...	...	54
Influenza and Colds	...	...	...	...	8
Venereal Diseases	...	...	...	...	6
Unknown	...	...	...	...	3
Injuries—Fatal	3				
Non-Fatal	28				
	—				
	31				
Drowning	...	11	...	...	42
	—				
Total... <u>174</u>					

TABLE III.

The following Table gives the number of cases which were removed to various hospitals, other than those within the Port of Manchester, from Manchester bound ships :

Removed to Hospital at Liverpool	...	...	3
" " New Orleans	...	...	2
" " Alexandria	...	...	1
" " Boston, U.S.	...	...	1
" " Carthagen	...	...	1
" " Chatham, N.B.	...	...	1
" " Chicoutimi	...	...	1
" " Colombo...	...	...	1
" " Dover	...	...	1
" " Elsinore	...	...	1
" " Gibraltar	...	...	1
" " Lisbon	...	...	1
" " Londonderry	...	...	1
" " Malaga	...	...	1
" " Montreal...	...	...	1
" " Port Limon	..	...	1
" " Rosario	...	...	1
" " Rouen	...	...	1
" " Savannah	...	...	1
" " Tarragona	...	...	1
" " Taunton	...	...	1
" " Wolverhampton	...	...	1
Total...			<u>25</u>

TABLE IV.

The number of cases removed to Hospital within the Port of Manchester, was as follows :—

Removed to Hospital at Manchester and Salford	..	<u>13</u>
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TABLE V.

In this table are included those who died at sea from Sickness, together with those who lost their lives through drowning :—

Deaths at sea from Disease	...	...	...	7
Deaths from Drowning	...	...	...	11
				<hr/>
Total...				18
				<hr/>

TABLE VI.

Particulars of sickness, injury, and death occurring on Manchester-bound vessels during the year.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Jan. 2	S.S. Essex ...	Bristol ...	Salford ...	Measles ...	One of the apprentices was found to be in the fourth day of a severe attack of measles. The rash had appeared on the morning of the 2nd January. The previous symptoms suggested to the master of the vessel that the case was one of cold. Your Medical Officer ordered the removal of the patient to the Ladywell Sanatorium. His bedding, clothing, etc., were removed to Mode Wheel and disinfected. The bedding and clothing of another apprentice who occupied the same room were also removed for disinfection. The cabin was then disinfected by the Salford Authorities. All the remainder of the crew were well. The patient recovered.
8	S.S. Granada ..	Rotterdam	Salford ..	Pneumonia ...	The master reported that, on the 8th December, one of the crew was removed to hospital at Malaga, suffering from pneumonia, and that, on the 22nd November, a fireman was removed to hospital, at Tarragona, suffering from acute rheumatism.
				Acute Rheumatism	

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Jan. 8	s.s. Bostonian	Boston	Salford	Pneumonia	The chief officer reported that the steward died from pneumonia at sea, on the 7th December, and was buried at sea.
" 9	Excelsior (ketch)	Garston	Wiggs Works	Erysipelas	The master reported that the cook was removed to hospital, at Liverpool, suffering from erysipelas. The man's berth and clothing were disinfectant by the Liverpool Authorities. The boat was in dock at Liverpool when the case occurred.
" 17	s.s. Carl Horn	Malaga	Salford	Syphilis	The master reported that one of his crew was sick. The man was suffering from syphilis, and was removed to hospital.
" 26	Dione (barque)	Porsgrund	Ellesmere Port	Drowning	One of the sailors was drowned at sea on the 3rd January, 1906.
Feb. 9	"	"	"	Influenza	Another sailor had been suffering from influenza since the 18th January.
" 9	"	"	"	Accidental Injury	The carpenter was found to be off duty suffering from a severe pointed wound in his hand.
" 14	s.s. Zent	Port Limon	Salford	"Cold"	One of the sailors was suffering from a severe cold.
" 14	s.s. Zent	Port Limon	Salford	Colitis	The chief officer was found to be suffering from colitis.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Feb. 14	s.s. Garrick ...	New York	Trafford Wharf ..	Accidental Injury	At 10-30 p.m., on the 14th instant, your Medical Officer received a telephonic message that there was a man in a dying state on this vessel at Trafford Wharf. The vessel had been lying at this wharf for two or three weeks undergoing repairs. The telephone operator was told to ring up Dr. Bold, so that the man could get immediate attention. Your Medical Officer arrived on the vessel about 11-15. On examining the patient it was found that death had taken place at least one hour previously. From the history given it appeared that the man had been drinking heavily and had sustained one or two heavy falls during the day, in one of which he struck his head violently on the iron deck. This was the cause of the fracture. At the inquest a verdict of accidental death was returned.
" 20	Patty (canal boat) ...	Wolverhampton ...	Ellesmere Port ..	Pleurisy ..	The master of the boat was removed to the Wolverhampton general hospital, on the 5th February suffering from pleurisy.
" 20	s.s. Jaederen ..	Bordeaux ...	Salford ...	Syphilis ...	The mate reported that one of the seamen was suffering from syphilis.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Feb. 22	s.s. Sapphire ...	Irvine ...	Wigg's Works ..	Accidental Injury	The master was reported to have had his leg broken on the 12th February, whilst the vessel was in Dublin. He was removed to his own home.
" 24	s.s. Carl Horn ...	Castellon ...	Salford ...	Venereal Disease	One of the engineers was found to be suffering from venereal disease.
" 27	s.s. John Christie ...	Valencia ...	Salford ...	Venereal Disease	One of the firemen was found to be suffering from venereal disease.
" 27	Vaarbud (barque) ...	Rio Grande	Runcorn ...	Dysentery ..	The cook was found to be suffering from symptoms suggestive of dysentery.
Mar. 1	s.s. Tintoretto ...	New York	Salford ..	Enteric Fever ..	A telephone message was received from Liverpool that there was a case of enteric on this vessel. Accordingly your Medical Officer boarded the vessel as soon as she arrived at the cattle lairages, and found that the patient was practically convalescent. He was removed to hospital as soon as the ship had tied up. His clothing, bedding, and the contents of his room were removed to the Salford disinfecting station for the purpose of disinfection. The room in which he had been treated was then thoroughly disinfected by the Salford Authorities. The berth formerly occupied by the patient was also disinfected by your Inspector.

Date	Name of Vessel	Where from	Where Inspected	Sickness	RE MARKS
Mar. 2	s. s. Clan McKinnon	Glasgow ...	Salford ...	Accidental Injury	One of the Lascars was laid up with an injured foot, the result of an accident. Another sailor was suffering from a severe feverish cold.
" 5	s. s. Oswestry	Savannah...	Salford ...	Asthma ...	The master reported that the cook had been left at Savannah. He was sent to the hospital suffering severely from asthma.
" 5	s. s. Le Blanc	Fleetwood	Runcorn ...	Accidental Injury	The master reported that the mate had been put in hospital, at Liverpool, suffering from very severe injuries to one of his feet.
" 6	s. s. Amicitia	Genoa ...	Salford ...	Rheumatism	The master was found to be suffering from subacute rheumatism. He had been ill for some time, and was advised to go to his own home for a few months.
" 6	s. s. Rossall ...	Rosario ...	Salford ...	Enteric Fever	A telephone message was received from Liverpool that there was a case of sickness on this vessel. On arrival of the vessel at Mode Wheel your Medical Officer boarded her and examined the patient. There was a history of nearly three weeks illness. As there was some reason to suspect the existence of enteric fever it was resolved to isolate the

Date	Name of Vessel	Where from	Where Inspected	Sickness.	REMARKS
Mar. 8	s.s. Formby...	Liverpool...	Runcorn ...	Drowning	patient for a few days for the purposes of observation. He was accordingly removed to the hospital at once, together with his effects and the furnishings of his cabin. The cabin was duly disinfected in the usual way. The patient recovered.
" 12	s.s. Clan Macaulay	Glasgow ...	Salford ...	Smallpox ...	The master reported that whilst his ship was at sea, one of his sailors was washed overboard and drowned. The master reported that on the 26th January, one of his crew was removed to hospital at Glasgow suffering from smallpox. All precautions were taken at that port, and no further cases of the disease occurred. All were well on arrival here.
" 16	s.s. Rissa ...	Antwerp ...	Salford ...	Measles ...	One of the sailors was reported to be sick. On examining the man your Medical Officer found he was suffering from measles. He was removed to Ladywell Sanatorium. Disinfection of the forecabin and also of the effects of the men who were living along with the sick man, five in number, was carried out. All the rest of the crew were well. The vessel arrived in Salford

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Mar. 21	s.s. Pandion ..	Antwerp ...	Ellesmere Port ...	Rheumatism ..	from Antwerp on the 9th March. All were well on arrival, and the patient did not complain of being ill but merely that he was suffering from a severe cold.
" 24	s.s. Felbridge ...	Rosario ...	Elevator ...	Enteric Fever ..	One of the sailors was found to be suffering from rheumatism. The master reported that one of the crew was removed to hospital at Rosario, suffering from enteric fever. All precautions were taken there, and all were well on arrival here.
April 5	Arizona (barque) ..	Porsgrund ..	Ellesmere Port ..	Drowning	The master reported that one of his sailors fell overboard, and was drowned at sea on the 11th March.
" 9	s.s. New Pioneer ..	Rouen ...	Pomona I ..	Unknown ..	Through the acting master of this vessel making inquiries from Inspector Atkinson, respecting conditions which would be imposed on the bringing into Manchester of the dead body of his predecessor, it was ascertained that the master, Captain Green, had died at Rouen during the vessel's stay in that port. Nothing definite was known as to the cause of death, and inquiries did not elicit any information

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Apr. 11	John & William (ketch flat) ...	Penmaenmawr ...	Runcorn ...	Accidental Injuries	<p>which would engender suspicion of this being due to anything of an infectious nature. The Co-operative Wholesale Society, who are owners of the boat, were written to on the matter, and a representative attended at the Port Sanitary Offices. He stated that information was received after the vessel had left Manchester that Mr. Green had suffered from a "slow" fever, that the Liverpool Authority had been informed of this, on the boat reaching Garston, and that disinfection had been carried out as a precautionary measure. I communicated with the Bureau d'Hygiene of Rouen, and received in reply an assurance from the Medical Officer that death had not been caused by any disease requiring notification to his department as being of an infectious nature.</p> <p>The mate reported at Runcorn, that, on the 7th April, the master of the vessel had lighted a lamp and was sitting near the same, when his clothing caught fire. He was severely burnt on his back, and was removed to his home on the 9th March, succumbing the following day to his injuries.</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Apr. 12	s.s. Trojan Prince ...	Alexandria ..	Salford ...	Brights Disease ..	<p>Acting under the Medical Officer's instructions the dead body of a seaman was removed from this vessel immediately upon entering dock, by the Ship Canal dock police. An intimation of the body being on board had been previously received from the Liverpool Port Sanitary Authority. Enquiry showed the body to be that of Henry Hill, age 26, a native of London who had shipped on the s.s. "Indian Prince" at Manchester, and being left at Malta, on account of ill-health, had been re-shipped for home, on March 31st, as a distressed seaman. He died on 11th April, as the vessel entered the Mersey. At the request of the Salford Borough Coroner, a post-mortem examination was made by the Port Medical Officer, and the cause of death ascertained to be primarily Brights disease, and secondarily cardiac failure. The deceased's effects being verminous, were by the advice of the Port Medical Officer, and with the consent of the Board of Trade authorities, destroyed in the ship's furnace.</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Apr. 17	s.s. Vestmandrod ...	Fredrikstad ..	Salford ...	Accidental Injury	The carpenter was found, on arrival at Salford, to be suffering from an injured hand, the result of an accident.
" 17	Jane (schooner) ..	Pwllheli ...	Runcorn ...	Dropsy ...	The mate was suffering from dropsy (in the feet) and vomiting, and reported that he had so suffered for two years past.
" 22	s.s. Jaederen ..	Bordeaux ...	Salford ...	Neuralgia and "Cold "	A telephone message was received from the Liverpool Port Sanitary Authority that a man was sick on this vessel, and which was on passage for Manchester. The Port Medical Officer visited the vessel upon arrival, and found the chief steward had been suffering from cold and neuralgia, but was then recovered.
" 24	s.s. Sapphire ...	Belfast ...	Wigg's Works ...	Accidental Injury	The master reported that, on the 16th April, one of the firemen fell down the stoke-hole ladder and broke one of his hip bones. He was removed to hospital at Londonderry.
" 27	s.s. Iberian ...	Boston ...	Salford ...	Diabetes ...	The chief officer reported that the second mate had been laid up during the voyage, suffering from diabetes. He left the vessel on arrival at Liverpool and went to his home.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Apr. 27	Elisabetha (schooner)	Rio Grande	Runcorn ...	Drowning	The mate reported that one of the sailors was lost overboard on the 24th April. He was sent on the look-out at 9-0 p.m. and was first missed about 10 o'clock. On search being made his overcoat was found on the deck, and as the weather was quite fine, it is supposed he had jumped overboard.
" 27	s.s. West Coast	Plymouth...	Wigg's Works ...	Accidental Injury	One of the sailors dislocated his arm at Wigg's Works on the 26th inst. He was attended to by a doctor at Runcorn.
" 28	s.s. Pellworm	Hamburg ..	Salford ...	Unknown...	The chief officer reported that a distressed seaman, who was proceeding to his home by this vessel, had complained of suffering from cramp, and had left the ship to obtain medical treatment. Nothing could be ascertained as to the man's whereabouts, and enquiries were difficult owing to the informant not being able to speak more than a few words of English.
May 1	Arizona (barque)	Porsgrund	Ellesmere Port ...	Retention of Urine	The master reported that one of his crew was suffering from retention of urine, and was attended by a doctor.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
May 4	Don Quixote (barque)	Porsgrund	Ellesmere Port	Venereal Disease	The master reported that one of the sailors was suffering from venereal disease. He was attended by a doctor, who ordered him to be sent to his home in Norway.
5	s.s. Aston Hall	Bombay	Salford	Diarrhoea (?)	The Liverpool Port Sanitary Authority reported, about 7 p.m. on the 4th instant, that one of the crew of this vessel had died about 3 p.m. from diarrhoea and been buried at sea; also that the rest of the crew had been examined and found well. The vessel arrived in No. 9 Dock at 11 a.m. on May 5th, and was immediately boarded by the Medical Officer and Inspector Atkinson. It was ascertained that a Lascar, Hassan Cassam, had reported himself as suffering from diarrhoea on May 2nd. This did not assume a serious aspect until May 4th, on which day a large quantity of blood was evacuated; the man dying, as stated, at 3 o'clock in the afternoon. The case appeared to have been one of severe diarrhoea, but as a precautionary measure the crew's quarters, bedding, and clothing were disinfected and the closets fumigated, cleansed, and re-lime-

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
May 11	Arthur (canal boat)	—	Runcorn ...	Diphtheria ...	<p>washed. The bilges were ordered to be pumped out. Fresh water having been obtained at Avonmouth, and the water tanks cleansed at the same time, it was not thought necessary to order anything further to be done in that direction</p> <p>A certificate from Dr. John Mooney, of 60, Quay Street, Manchester, to the effect that Catherine Stokes was lying in the canal barge "Arthur," at Quay Street Bridge, suffering from diphtheria, was brought to the office by Inspector Robertshaw and Mr. F. J. Abbott junr. Mr. Abbott stated the boat had left Manchester at 11-15 a.m., and due at Runcorn at 11-15 a.m., and should go into the Mersey at flood tide (12 30) with the object of transferring her cargo of bale goods to the s.s. "Mahratta" at Birkenhead. The Ship Canal Co. kindly supplied information as to the location of the barge and Inspector Richmond was at once communicated with. The cabin was disinfected fresh water supplied, and both the woman and her husband (who was master of the boat)</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
May 15	s.s. Ville d'Eu	Treport ...	Weston Point ...		brought up to Manchester in the launch by Inspector Richmond. The former was sent to Ladywell Sanatorium. As the husband appeared to be well, his name and address were taken and he was allowed to proceed home to Todenorden, the local Medical Officer of Health being advised of the circumstances. The "Hygeia" arrived at Mode Wheel at 4-45 p.m. The "Arthur" was able to proceed to Birkenhead by the next tide and discharged her cargo. The patient made a good recovery.
" 15	s.s. Thelma	Birkenhead	Wigg's Works ...	Accidental Injury	The master reported that one of the firemen fell down the stokehold ladder, on the previous voyage, and sustained injuries to his back. On the vessel arriving at Manchester he was removed to the Infirmary.
" 16	s.s. Pellworm	Hamburg...	Salford ...	Epilepsy ...	The mate left the vessel, at Birkenhead, suffering from a severe burn on his arm. The master reported that one of his sailors was removed, with all his effects, to hospital at Dover on the

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
May 17	s.s. Sceptre ...	Sulina ...	Salford ...	Unknown...	<p>12th instant. He was examined by a doctor previous to going to hospital, and pronounced to be suffering from epilepsy.</p> <p>The chief officer reported that one of the firemen had been laid up for several days, and was finally paid off at Sulina on the 25th April; a doctor who examined him there being unable to say what was the nature of his illness.</p>
" 18	s.s. Avis ...	Gothenburg ..	Salford ...	... Adenitis ...	<p>Acting upon information forwarded by Inspector Richmond to the effect that one of the firemen was suffering from glandular enlargements in the groin, and that the vessel was coming up to Manchester, a personal visit was paid immediately upon receiving notice of arrival at No. 8 dock. Your Medical Officer was able to satisfy himself, from an examination of the patient, that the swelling was due to ordinary causes.</p>
" 18	s.s. Sailor Prince ...	Alexandria ...	Salford ...	Heart Failure	<p>The master reported at Salford that a lady passenger had been laid up for eight days. She was removed to a private nursing home, suffering from heart failure.</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
May 21	Alice (sloop flat) ...	Liverpool...	Ellesmere Port ...	Furunculosis	The mate of the sloop flat "Alice" reported that he had been suffering from a boil on his chest for the last five weeks.
" 22	s.s. Halfdan ...	Gothenburg	Acton Grange ...	Drowning	The chief officer reported that on the voyage from Gothenburg one of sailors was washed overboard and drowned on the 19th May.
" 23	Benjamin Bangs (barque)	Porsgrund	Eastham ...	Drowning	The master reported that, on May 19th, one of his crew fell overboard, and was drowned in the Canal.
" 29	s.s. Asuncion de Larrinaaga	Galveston	Runcorn ...	Apoplexy ...	The mate reported that one of the firemen was taken ill while ashore at Runcorn, on this date. He was taken on board the vessel, but died shortly afterwards, the doctor who attended him stating death was due to apoplexy.
June 2	s.s. Spartan Prince...	Alexandria	Salford ...	Hernia ...	Information was received from the Canal Co. that one of the officers of this vessel, which was on a passage up the canal from Alexandria, was suffering from sickness, respecting the nature of which there was no knowledge to hand. The Port Medical Officer boarded the vessel immediately on arrival at No. 8 dock, and ascertained that the third officer had met with an

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
June 11	s.s. Albanian	New Orleans	Salford	Bright's Disease...	<p>accident on May 19th and had been laid up during the passage home in consequence. On examination he was found to be suffering from right inguinal hernia. As the patient was desirous of receiving medical treatment, he was admitted to the Salford Royal Hospital.</p> <p>The master also reported that he had on board the dead body of Simon Francis Stein, who died at Alexandria, the cause of death being certified by a doctor as Bright's disease and uræmia. The body was embalmed and enclosed in an inner coffin of lead and outer case of wood. Papers and certificates relating to this were inspected by the Medical Officer and permission given to land the body</p>
					<p>The chief officer reported that the quarter-master was laid up at Carthage, on April 19th, and was removed to hospital there on April 23rd, suffering from malaria. The vessel arrived at New Orleans on April 30th and was thoroughly disinfected there.</p> <p>On the following day (May 1st) the carpenter also laid up, and was</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
June 21	s.s. Bostonian ...	Boston ...	Salford ...	Gastric Catarrh ...	pronounced by a doctor to be suffering from malaria. He was removed to hospital on the 4th and subsequently rejoined the vessel.
July 5	s.s. Andoni ...	Miramichi ...	Salford ...	Malaria ...	The chief officer reported that one of the firemen had complained of pain in the stomach and vomiting. He was examined by the Port Medical Officer, and was found to be suffering from gastric catarrh.
" 6	s.s. Correnti ..	Chicoutimi ..	Salford ...	Hæmorrhoids ...	The chief officer reported that, on the passage from Calabar to Barbadoes, on April 3rd, the chief engineer was taken ill. On the 7th April, the chief officer and chief steward, and on the 9th, one of the sailors followed suit. They had practically recovered on the vessel's arrival at Barbadoes, on the 24th April, where they were all examined by a doctor, who pronounced the sickness to be malaria. All were well on arrival here with the exception of the chief officer, who had not completely recovered.
					The master reported that one of the firemen was removed to hospital at Chicoutimi, suffering from hæmorrhoids.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 8	s.s. British Prince ...	Alexandria	Salford ...	Typhoid Fever .	<p>Information was received from the Liverpool Port Sanitary Authority that one of the seamen of this vessel was very ill. The vessel was boarded by the Port Medical Officer, immediately on arrival in No 8 dock, at 9 p.m. The master reported that the patient—John H. Elliott, an A.B.—became unwell at Valencia, and was there seen by a doctor. He had been confined to his bunk for ten days. Examined by the Port Medical Officer, he was found to be suffering from typhoid fever. He was removed to Ladywell Sanatorium at 11-15 p.m. All the clothing and bedding belonging to the patient and donkeyman, who occupied the same berth, were removed at the same time, and were disinfected by steam. The berth occupied by the patient, and the forecables were disinfected early on the morning of the 9th, with formalin, as were also the w.c.'s used by the crew. The fresh water tanks were emptied and thoroughly cleansed. The patient duly recovered.</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 13	s.s. Lestris ...	Rotterdam	Salford ...	Accidental Injury	One of the sailors was accidentally injured about the legs whilst the vessel was making fast. He was treated at the Salford Royal Hospital.
" 17	s.s. Barranca	Port Limon	Salford ...	Phthisis ...	The chief officer reported that one of the firemen was removed to hospital at Port Limon, on June 30th, suffering from phthisis.
" 17	s.s. Britannia	Glasgow ...	Salford ...	Abscess ...	The chief officer reported that a Lascar was suffering from an abscess on the knee, and was being treated by the ship's doctor.
" 18	Emily (schooner) ...	Poole ...	Runcorn ...	Hæmorrhoids	The mate reported that the cook had been suffering from hæmorrhoids for the last four months.
" 23	s.s. Persian Prince ..	Alexandria	Salford ...	Typhoid ...	The chief officer reported that on June 13th a sailor was removed to hospital, at Alexandria, suffering from typhoid. His effects were removed at the same time for disinfection, and the forecastles were also thoroughly disinfected. The vessel arrived at Avonmouth on July 5th, when the forecastles were again subjected to disinfection by the Port Authorities. All were well on arrival at this port.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 23	s.s. Manchester Exchange	Philadelphia	Salford	Drowning	The master reported that, on the outward passage to Philadelphia, one of the firemen disappeared. It was supposed he was drowned.
" 27	s.s. Wladimir Reitz	Pugwash	Salford	Accidental Injury	The master reported that, while the vessel was at Pugwash, one of the sailors received an injury to his ankle. He was treated by a doctor there, and was still laid up on arrival here.
Aug. 13	s.s. Thespis	New York	Salford	Heart Disease	The chief officer reported, that on the outward passage to New York, one of the steerage passengers died on June 1st, and was buried at sea the same day. The ship's doctor certified the cause of death to be heart disease. The latter also reported that a fireman was suffering from an abscess on the left groin, the result of a poisoned wound in the foot.
" 14	s.s. Glencoe	Mobile	Mode Wheel	Heart Disease	The chief officer reported, that on July 26th, during the homeward passage from Mobile, one of the sailors was taken ill, and died suddenly the next day. He was buried at sea. The cause of death was supposed to be heart disease.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Aug. 16	Rosendale (schooner)	London ...	Ellesmere Port ...	" Cold " ...	The mate reported that he was suffering from a feverish cold with pains in the lower part of the back. He was attended by a local doctor.
" 16	Alfred Rooker (ketch)	Rye ...	Weston Point ...	Pleurisy ...	The master reported that, on the passage from Rye, he put in at Plymouth, as he himself was suffering from pleurisy. He was laid up for a week.
" 28	Gratia (barque) ...	Bahia Blanca ...	Runcorn ...	Accidental Injury	The master reported that one of the crew broke his arm on the passage. He had recovered on arrival at Runcorn.
" 29	s.s. Border Knight...	Bahia Blanca ..	Salford ...	Drowning	The chief officer reported that, on August 20th, when homeward bound from Bahia Blanca, a Chinese seaman fell overboard and was drowned.
" 31	s.s. Vasco	St. Petersburg ...	Salford ...	Typhoid Fever ...	Information was received from the Liverpool Port Sanitary Authority, that this vessel, from St. Petersburg, had landed two cases of typhoid fever at Elsinore. The vessel was boarded by the Medical Officer immediately upon tying up in No. 9 dock. It was ascertained that H. Paulsen, a Norwegian

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Sept. 13	s.s. Griqua ...	Newport ...	Salford ...	Abscess ...	<p>sailor, age 23, had complained of being unwell whilst at St. Petersburg. He was visited by a doctor and treated. The vessel left on the 20th, and on arriving at Cronstadt the man was much worse. The weather being bad, they were unable to put into Cronstadt for medical assistance. Later in the day, a brother of the above (K. Paulsen) reported himself ill. They both became worse, so that on arriving at Elsinore on the 25th, medical assistance was signalled for. The Elsinore port medical officer visited the vessel and certified both were suffering from typhoid, and had them removed to hospital along with their effects. The sailors' and firemen's quarters had been well disinfected and cleaned out. The closet accommodation was also properly disinfected and cleansed. Directions were given to the master as to the necessary precautions to be taken to prevent any further spread.</p> <p>The master reported that a Lascar fireman was suffering from an abscess on his chest. He was attended by a local doctor.</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Sept. 17	s.s. Tay ...	Ardrossan ...	Salford ...	Accidental Injury	The mate, on arrival at Salford, was suffering from a cut head, the result of an accident.
" 19	s.s. Director ...	Karachi ...	Salford ...	Splenic Tumour..	The chief officer reported that a "distressed" Norwegian seaman joined the vessel at Karachi, as a passenger, by order of the British Consul there. He was suffering from a growth on the spleen. He was examined by the Port Medical Officer at Liverpool, and left the vessel on arrival here.
" 25	s.s. Neva ...	Sundsvall...	Salford ...	Accidental Injury	It was reported on arrival at Salford that one of the sailors was receiving medical attention, owing to his having fallen off the deck load during the passage, and injured his arm.
" 26	s.s. Chr. Gylstorff ...	Copenhagen	Salford ...	Otalgia ...	The carpenter was suffering, whilst at Salford docks, from otalgia. It was his intention to seek medical advice.
" 28	s.s. Whitehall	New Orleans	Salford ...	Malaria ...	The s.s. "Whitehall" arrived at Salford quay on the afternoon of September 27th, and was boarded by Inspector Atkinson, on September 28th, in the ordinary course of his daily inspections. It was then

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					<p>ascertained that there had been 14 cases of sickness, with three deaths during the voyage. The Medical Officer boarded the vessel on September 29th, and obtained the following particulars:—On July 20th, whilst the vessel was at Colon, a fireman, Loreda, was taken ill and attended by a medical man from the town. On July 24th the vessel left Colon, and, later in the day, Mr Dunkin, the second mate, and McDonald, an able seaman, were both taken ill. On July 29th, McDonald died and was buried at sea. On August 1st, Loreda died, and the vessel arriving at New Orleans the same day, the body was taken ashore and buried by the Port Authority. The second mate along with eleven others of the crew were removed to hospital by the Port Authority, and the ship's bedding and effects thoroughly fumigated and disinfected. On August 4th, Mr. Dunkin died. The death is certified in the official log by John W. Thomas, M.D., the quarantine medical officer, and although the terms of the certificate are somewhat vague, it would appear that</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					<p>the cause of death was to be attributed to "Chagres" fever, a malignant variety of malaria prevalent in Central America. The crew were examined twice daily by the doctor, and no more cases occurred. On arriving in the Mersey, the vessel was boarded by an officer of H M. Customs, who put the usual question to the captain, whether all were well on board, and whether there had been any sickness or death during the voyage. The captain replied that all were well, and that there had been no sickness or death during the voyage. The vessel coming from a yellow fever infected port, would, if the question had been truly answered, have been required to anchor opposite the boarding station of the Liverpool Port Sanitary Authority, until an examination had been made by the Port Medical Officer, and would not have been allowed to enter the Ship Canal without a certificate of freedom from yellow fever, duly signed by such officer, your own Port Medical Officer being at the same time advised of the detention. Through making a false declaration</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					<p>the vessel came right through to Salford without hindrance, and no discovery was made as to the prevalence of a serious epidemic during the voyage until enquiries were instituted by Inspector Atkinson. Your Medical Officer insisted upon inspecting the Bill of Health granted during the voyage, but, after much trouble being taken in the matter, the only one forthcoming was obtained from the Agents, just before the vessel sailed, and had been given at Norfolk, Virginia. This port was, as expected, perfectly healthy.</p> <p>The circumstances in connection with this epidemic are very suspicious throughout, and so much so, that your Medical Officer does not feel assured that the epidemic was not one of yellow fever. The sanitary precautions taken by the New Orleans Authorities are not such as would be required for non-infectious malaria, and, combined with the false declaration at Liverpool, and non-production of the Bills of Health granted at New Orleans and Colon, provide sufficient grounds for doubt respecting the nature of the</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					<p>disease. Severe types of malaria occurring in a yellow fever zone, are often difficult to distinguish from yellow fever itself, and there was evidently doubt in the mind of the medical officer at New Orleans. It is quite correct to state that the sanitary measures taken at New Orleans, and the fact that no other cases occurred during the remaining 42 days of the voyage, would guarantee the vessel being free from infection on arrival here. These particulars, however, should have been provided, in the first instance, at Liverpool, and the captain would have had no difficulty in getting his freedom of entry into the canal. The right of discrimination as to safety did not lie with the captain, however, but with the Liverpool Port Sanitary Authority, and although the vessel, as things turned out, was safe, it was for the Port Sanitary Authority to signify that fact. The vessel might just as well have been infected, and under such circumstances the importance of early and exact information being received, can easily be conceived.</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Oct. 2	Adelaide (brigantine)	Teignmouth	Runcorn ...	Gravel ...	The mate reported that the cook had been sent to his home at Teignmouth, suffering from a bad attack of gravel in the bladder.
" 4	Susannah (schooner)	Par ...	Runcorn ...	Accidental Injury	One of the sailors left the vessel on arrival at Runcorn, and went to his home, being incapacitated from duty, owing to a poisoned wound in the hand.
" 4	Weaver (canal boat)	Wolverhampton..	Wigg's Works ..	Diarrhœa...	A child was suffering from a bad attack of diarrhœa. The mother had taken the child to a doctor in Wolverhampton, and again on arriving at Runcorn.
" 9	s.s. Havtor ...	Jacobstad...	Acton Grange ...	Diarrhœa...	The master reported that a sailor had been confined to his bunk for two days, during the passage from Jacobstad, suffering from diarrhœa.
" 10	s.s. Essex ...	Christiania	Salford ...	Accidental Injury	One of the sailors had been treated by a doctor, from September 24th to 27th, whilst the vessel was at Christiania, owing to his suffering from a swollen knee. He was laid up during the passage home, and was paid off on arrival here. He left the vessel and proceeded to his home.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Oct. 10	Bermuda (barque) ..	Tacoma ..	Runcorn ...	Malaria and Rupture ..	The master had been invalided home from Esquimalt, B.C., suffering from malaria and rupture, The mate had also suffered, off and on, during the passage home, from malaria.
" 23	s.s. Vlug ...	Nantes ...	Salford ...	Malaria ...	One of the sailors fell overboard at sea, on July 21st, and was drowned. This vessel arrived in No 7 dock, Salford, on October 21st, from Nantes, and on being visited by Inspector Atkinson, on the 22nd, it was ascertained that the whole of the crew, since leaving Barsuta, on the river Niger, had been at various times suffering from feverish symptoms. Whilst at Lisbon, on October 4th, two able seamen and one fireman were removed to hospital, and detained there until discharged as well on the 9th. The diagnosis was influenza. It was reported to the Inspector during his visit, that one of the seamen was at that time unwell. On the Medical Officer visiting the vessel on the morning of October 23rd, the seaman who was ailing the day before had recovered, and was on duty. The third engineer, named Dalmeyer, was however confined to his berth, and, on examination, was found to

Date	Name of Vessel	Where from	Where Inspected	Sickness	Remarks
Oct. 29	s.s. White Cross	Karachi	Salford	Accidental Injury	The chief officer reported that, on September 22nd, the day the vessel left Karachi, the carpenter fell whilst carrying a tarpaulin across the deck, with the result that he received an internal strain. He was treated by a doctor on arrival at Port Said, who reported the man to have strained the muscles of his stomach. He subsequently resumed duties on October 15th.
" 31	s.s. Therese Heymann	Brunswick	Salford	Typhoid Fever	During the forenoon of October 31st information was received from H.M. Customs of the existence of a case of illness on this vessel. On a visit being made by your Medical

Date	Name of Vesse	Where from	Where Inspected	Sickness	REMARKS
					<p>Officer, shortly after receiving this notice, it was ascertained that the man had been removed to hospital, on the advice of a medical practitioner who had been called in. The man in question, Patrick McLoughlin, a fireman, had been shipped at Newport, U.S.A., on October 11th, and had not appeared to be well during the whole of the passage home. He went off duty on October 27th. It was subsequently ascertained that the removal had been made to Hope Hospital. Your Medical Officer communicated with Dr Buchanan, the resident medical officer at the hospital, and ascertained that the illness was regarded as typhoid fever. On visiting the patient, your Medical Officer was enabled to confirm the diagnosis of Dr. Buchanan. The man, who was in an isolation ward, was in a critical condition. He was subsequently removed to Ladywell Sanatorium, expiring shortly after. The vessel was disinfected, and the usual directions given for the prevention of any recurrence of the outbreak.</p> <p>It was the duty of the captain to have notified the existence of sickness to</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov. 1	s.s. Kittiwake	Rotterdam	Salford	Erysipelas	... The chief officer reported that on the vessel arriving at Liverpool, on October 30th, from Rotterdam, John Corlett, a sailor, was removed to hospital suffering from erysipelas. The sailors' forecandle was disinfected by the Port Sanitary Authority at Liverpool. All were well on arrival here.
" 2	s.s. Concordia	New Brunswick	Salford	Severe Chill	... The chief officer reported that one of the sailors was in hospital at Chatham, N.B., from October 3rd to the 14th (when he rejoined the vessel), suffering from a severe chill.
" 2	s.s. Helge	Gothenburg	Acton Grange	Accidental Injury	... The mate was reported to be suffering from a poisoned wound of the hand.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov. 9	Stoke (canal boat) ...	Dudley ...	Ellesmere Port ...	Abscesses...	The master was reported to be in a very low state of health, and was not expected to recover. He had been in hospital at Dudley for seven weeks, suffering from abscesses. He left the hospital seven weeks ago, and had been ill since. He had been attended by a doctor at Ellesmere Port since November 5th.
" 14	Lord Clive (steam flat)	Liverpool...	Ellesmere Port ..	Lumbago...	The master had been laid up for the past week, suffering from lumbago.
" 14	s.s. Black Rock ...	Dublin ...	Ellesmere Port ..	Dropsy and Bright's Disease	The master had left the vessel on November 7th, and gone to his home, as he was suffering from dropsy and Bright's disease.
" 16	Fernando (barque)...	Arendal ...	Ellesmere Port ..	Accidental Injury	One of the sailors was suffering from a poisoned wound of the hand.
" 16	Kezia (canal boat) ..	—	Ellesmere Port ..	Dropsy ...	The wife of the master was suffering from dropsy.
" 17	s.s. Lilian ...	Portland ...	Salford ...	Accidental Injury	The master reported that the mate had injured his fingers, and had gone to receive medical attention.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov. 19	s.s. Manchester Commerce	Montreal ...	Salford ...	Pneumonia ...	The chief officer reported that on the outward passage to Quebec, one of the cattlemen was taken ill. He was examined by the Port Medical Medical Officer prior to the vessel's arrival at Quebec, and pronounced to be suffering from pneumonia. He was ordered to be removed to hospital as soon as possible. The man, however, expired before the vessel had made fast. An inquest was held at Quebec, on October 27th, and a verdict in accordance with the doctor's testimony was returned.
" 19	Catherine and Margaret (schooner)	Teignmouth	Runcorn ...	Drowning	The master reported that, on November 14th, whilst the vessel was at anchor in the Mersey, one of the sailors fell overboard and was drowned.
21	s.s. Manchester Corporation	Philadelphia	Salford ...	Pleurisy ...	The master reported that a fireman had been ill for the last few days. He was examined by a doctor at Runcorn, on November 20th, and was found to be suffering from pleurisy. He was removed to the Salford Royal Hospital on arrival here

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov. 23	s.s. Iberian ...	Boston ...	Salford ...	Internal Injuries...	The second mate reported that one of the sailors had been ill, off and on, during the voyage. He was examined by a doctor at Boston, who said the man was suffering from internal injuries.
24	Astrea (schooner) ...	Charlestown ...	Runcorn ...	Asthma and Inflammation of the Lungs	The mate reported that, on the passage from Charlestown, the master was suffering from asthma and inflammation of the lungs. He left the vessel when she arrived in the Mersey and went to his home, afterwards being removed to hospital at Taunton.
" 29	s.s. Otter ...	Liverpool...	Widnes ...	Accidental Injury	The master reported that the mate left the vessel at the former place, three weeks ago, suffering from a poisoned wound on his arm. The whole of his arm was now affected, and he was receiving medical attention.
" 30	Antelope (schooner)	Arklow ...	Widnes ...	Accidental Injury	The mate was suffering from a poisoned wound of the hand, on the passage from Arklow. He consulted a doctor, on arrival at Liverpool, who advised him to go to a hospital, as his hand and arm were in a very bad state. The man, however, left the vessel and went to his home.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 4	s.s. Thirlmere	Valencia ...	Salford ...	Malaria ...	The chief officer reported that, whilst the vessel was at Dubreka, on October 4th, — Williams, an A.B., was taken ill with malaria, and subsequently resumed duty on the 12th instant. On October 28th, the vessel arrived at Gibraltar, and the whole of the crew were examined by a doctor, and on his advice the chief and mess-room stewards, second engineer, a fireman, and Williams, the former patient, were removed to hospital, suffering from malaria. During the passage home, J. Dean, A.B., was ill, off and on, with malaria. The second officer was also removed to hospital at Marseilles, on November 6th, suffering from venereal disease.
, 4	s.s. Helge ...	Gothenburg	Acton Grange ...	Suicide ...	The master reported that, on the passage from Gothenburg, the mate committed suicide by shooting himself in the mouth with a revolver, whilst in his bunk, on November 25th. The vessel put into Christiansand, and landed the body for burial.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 4	Sappho (schooner)...	Teignmouth ...	Runcorn ...	Accidental Injury	The master reported that one of his sailors was suffering from a poisoned wound of the hand, whilst the vessel was at Teignmouth. He had now practically recovered.
" 5	s.s. Hutton ...	Galveston ..	Salford ...	Hemiplegia	On Inspector Atkinson visiting this vessel, the chief officer reported that the chief engineer was ill. The vessel was boarded at once by the Medical Officer, who examined the patient and found him to be suffering from hemiplegia. He was subsequently removed to his home in Cardiff.
" 8	s.s. Bostonian ...	Boston ...	Salford ...	Fever and Ague	The chief officer reported that one of the firemen was removed to hospital at Boston, on November 24th, suffering from fever and ague.
" 8	Emerald (barquentine)	Teignmouth ...	Runcorn ...	Influenza ...	The mate reported that the master was suffering from a severe attack of influenza, whilst the vessel was at Teignmouth. He left the vessel and went to his home, and had not yet rejoined her.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 10	s.s. Saturninia ...	Galveston	Salford ...	"Cold" ...	The chief officer reported that one of the sailors had been suffering from a severe cold, but had now recovered and resumed duty.
" 10	Jane Slade (schooner)	Poole ...	Runcorn ...	Asthma ...	The mate was off duty, as he was suffering from asthma.
" 13	s.s. Frutera ...	Valencia ...	Salford ...	Heart Failure	The chief officer reported that on the passage from Valencia, — Little, a passenger, died on December 5th, and was buried at sea the same day. The cause of death was heart failure.
" 15	s.s. Manchester Trader	Montreal ...	Salford ...	Pneumonia	The master reported that a fireman was removed to hospital at Montreal, suffering from pneumonia.
" 17	s.s. Telesfora ..	Galveston	Salford ...	Drowning .	The master reported that on the passage from Algiers to Delaware, one of the sailors was washed overboard and drowned.
" 22	s.s. Jucar ...	Portleven...	Weston Point	Rupture ...	The mate reported that the former master and mate left the vessel a week ago, as the master was suffering from a rupture and the mate a broken thumb.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 27	s.s. Cheapside ..	Hamburg...	Salford	Accidental Injury	The chief officer fell from the fore-castle head into a boat, injuring his leg, whilst the vessel was at Hamburg. He was still off duty on arrival here.

INSPECTION OF FOOD IMPORTS.

Since the establishment of the Port Sanitary Authority, in 1897, there has been no such alteration brought about in the functional relationship of this body with the public as that which has been wrought by the transference of the powers for the inspection of articles of food, which had hitherto been individually possessed by the different component local authorities, to the conjoint authority. To protect the millions of our population from the invasion of foreign infectious disease is a highly onerous duty, and to have the protecting arm extended to so important a factor as the nation's food supply is a step in advance, which must of necessity be prolific of excellent results in the near future.

The necessary powers for inspection of food imports have been possessed by the Sanitary Authority of the Port of London since 1898. The youngest port outside the capital has, however, been the first to successfully demonstrate the necessity of an extension being made to cover provincial imports.

This Authority had for some considerable period been convinced of the advantage to the public to be obtained by an inspection of food imports at the port of entry, the considerations having weight being both general and local.

The principal factor in general consideration has depended on the recognition of the present dependence of the nation on foreign food supply, a dependence which is increasing year by year. It must certainly be taken for granted, that the ideal of "back to the land", with a self-contained food supply in our own island, is becoming more and more outside the pale of practical politics. The annual value of the food stuffs imported into Great Britain, is almost staggering, and the steady increase in quantity and value is equally so. Without taking into account the whole of the Board of Trade returns, but taking the 13 principal ports concerned with these classes of goods, one finds that, in 1905, the total value of imported food reached £201,722,057. The value of imports of all kinds, into these same ports, for the same period, is fixed at £484,320,251, so that we are faced with the fact that very

nearly half the money spent on imported goods is paid for food. The extent of the increase in food imports, during the last quinquennial period, presents a feature which is well calculated to create thought with those who have the nation's welfare at heart. The total imports for 1905 shew an increase of £33,031,532 over those for 1901. On the face of it, this might be taken as a normal general increase and satisfactory, but the startling feature lies in the fact that the enormous proportion of £25,655,318 of this increase is to be placed to the account of food.

The political significance of the change of area for this production of the material necessities of our existence does not concern us as Port Sanitary Authorities. When, however, we consider the possible influence of this vast though gradual change upon the health of the consumers, with the knowledge we possess of the extraordinary facilities afforded for inspection of this food as it is landed in the country, and the comparative ease with which this could be taken in hand, we become at once deeply interested in the subject.

The necessity for inspection of our food supplies is an established principle against which no one can argue. Municipalities and district councils exercise powers in this direction in their markets and shops, and for home supply nothing more is required in principal. When circumstances have however combined to change so completely the source of supply, it has seemed somewhat extraordinary that the methods of dealing with this supply should not keep pace with the alteration. It is true that all food imports must be landed within the jurisdiction of a local authority possessing powers of inspection, but then one has often so many separate authorities with jurisdiction in one port, and for all to employ trained inspectors for their own areas would be far from economical. This, however, would be the only course for local authorities to adopt to secure efficiency, but it is a course that the ratepayer could not universally be asked to put up with. When food is landed and is being landed it can be inspected systematically in bulk, but if this work is to be done efficiently and without delaying discharge and distribution a well qualified food inspector is a necessity, and he must put in his whole time at the port, and these are obligations which

a small authority cannot afford. It is also essential that the supervision of this inspection in any one port should be uniform, and therefore under one direction.

A Port Sanitary Authority is conversant with the usages of the port and the movements of vessels entering and departing, and a supervision which is exercised at present over ordinary port sanitary work, could be readily and easily extended to cover food inspection. One administration and one set of inspectors for a port area is the most likely means of securing efficiency in this important work, and, from an economical point of view, it is the only system fit for universal adoption which is practicable. It should therefore naturally fall to the lot of the Port Sanitary Authorities to take charge of the inspection of food imported into this country. Such a system of inspection could not minimise the importance of existing methods in operation within local areas proper or in any way interfere with them, it simply means the establishment of that very important safeguard—a first line of defence.

Recognising therefore the general arguments in favour of Port Sanitary Authorities undertaking this duty, it became necessary to consider the existing means by which the necessary powers could be obtained. There was a good precedent in the Port of London, and the way open to other Port Authorities, apart from a general Act of Parliament, to have similar powers transferred to them was by obtaining a like Order. Looking at the matter therefore from a local standpoint, one is able to appreciate the second series of arguments in favour of seeking the powers for Manchester.

The Port Authority is constituted from 15 different local Authorities abutting on a port of 35 miles in length, though the only Authorities concerned with food imports are perhaps Salford, Stretford, Manchester and Runcorn. In true accordance with the axiom that "what concerns all concerns none," these four authorities were not in the least concerning themselves individually with the food imports. Not that the importance of this being taken in hand was not realized, but when the necessity for acting became evident, it was recognised that the only practical means for exercising the function was through the conjoint Port Authority.

Manchester is a new Port, and it is everything to the credit of the component authorities that the position should be realized so quickly as it was. The fact however remained, there was no inspection. The trade through the Port of Manchester is increasing in leaps and bounds. Taking imports, with which only we have concern, those from abroad, have exhibited a general increase from £14,901,401 in value, for the year 1901, to £23,290,796 for 1905. Although this increase is undoubtedly very great, the proportionate increase due to food importation is much above the average, the values being £2,919,825 for 1901, and £5,024,119 for 1905. Roughly, therefore, whilst the total imports have increased one third, the food imports have nearly doubled themselves. Manchester is now the fourth port in the Kingdom and, although a very long time must elapse before another step is taken, the progress forward is still going on. This progress is a natural result of the facilities afforded by the canal. Manchester is a great distributing centre, and it is calculated that the area served by the waterway is equal to 10,000 square miles and contains a population of 10,500,000. The trade of the Port therefore must be a long way from its limit, and, as it is shown that half our imports are eatables, we shall require to multiply many times our present food imports before we shall be able to feed this population through Manchester. The argument, however, that the importation of food into Manchester is a rapidly increasing quantity, and must be kept on increasing, is quite apparent.

The Authority therefore felt in a position to prove in the proper quarter that there was no inspection at all of the large amount of food at present imported, that such an inspection was necessary, that any system instituted must be one which could easily be accommodated to the increasing trade in food stuffs, and, above all, that the only economical and efficient means of getting this work done, was by placing the control in the hands of the Port Sanitary Authority.

The whole of the docks are concentrated within a comparatively small area and therefore every part can be got at. The warehousing is excellent and provides plenty of room for inspecting and sorting. The inspection of fresh meat can be rendered comparatively simple owing to the recent addition of cold storage at No. 9 dock. There is an up-to-

date Foreign animals' wharf, with lairages and abattoirs, and past experience of these has taught that none but sound food need pass from them to the public. There is also a fine elevator for grain, where this class of food can be inspected without trouble.

The fixed conviction of the Authority as to the necessity of taking a definite step culminated, at the beginning of the year, in an application to the Local Government Board for a Provisional Order embodying the necessary powers. The subscribing riparian authorities of the Port had all been consulted on the matter and, with the exception of two small districts, heartily approved of the scheme.

An enquiry was duly held, on March 27th, 1906, at the Manchester Town Hall, by the Local Government Board's Inspector, Dr. Reece. The only opposition to the application was from the Rural District Council of Chester, and this on the ground that an increase in function would mean an increase in the Council's contribution. As regards the Manchester Ship Canal Co., the Authority had felt secured of this body's passive acquiescence in the action taken, this view being supported by the readiness with which the Company had provided particulars respecting amounts of food imports for the purpose of the enquiry.

Directly after the enquiry had been finished, a great surprise was occasioned by the sudden change in the attitude of the Ship Canal Co. towards the proposed Order. Instead of the moral support of a passive acquiescence, the Authority were faced with a direct and uncompromising opposition. The Manchester Corporation, which had previously by resolution unanimously supported the application, veered round to the side of the Canal Company, and the sympathy of local Members of Parliament was extensively exhibited in the same direction. It appears that subsequent deliberations had convinced the Company that the granting of the particular powers sought after would be detrimental to the trade of the port.

In spite of opposition representations, the Local Government Board granted the Provisional Order, and, after a severe debate in the House of Commons, on July 2nd, 1906, when the opponents of the

Order were defeated on a division by 202 to 116, the Confirmatory Bill was sent down to a Special Committee. The Manchester Corporation and the Manchester Ship Canal Co separately petitioned against the Bill, but only the latter applied to be heard before the Committee. The Committee stage was taken on July 10th and 11th, 1906, with the result that the Bill was unanimously agreed to.

The opposition had been based on the apparently plausible basis that Manchester being a new port the controlling Company had to fight very hard to increase the trade, and, *pari passu*, increase the chances of placing the undertaking upon a paying basis, and that anything likely to hamper efforts put forth to these ends must necessarily be detrimental to the Canal's prospects. It was contended that the inspection of food imports by the Port Sanitary Authority would be taken by shippers as an undue interference and likely to cause delay in distribution of goods, and, as powers to exercise this supervision were not possessed by the Liverpool Port Authority, trade was likely to be diverted to the latter port on this account. Inspection, *per se*, was not objected to, it being argued that the local authorities concerned in the port already possessed the powers to undertake such, thus doing away with the necessity for the joint Authority to have the powers. It was also laid down that if it should be thought desirable for Port Authorities to have these powers delegated to them, then Manchester should not be singled out by itself, but that a Bill should be brought into Parliament to apply powers of inspection to all Port Sanitary Authorities throughout the Kingdom.

Considering the patriotic interest in the prosperity of the Ship Canal Co., which is so universally implanted in the hearts and minds of Manchester citizens, it is not to be wondered that the phase of the question just outlined should have presented some alarming features.

The Authority was therefore faced with the problem of showing that the Company's view was incorrect, or that, if correct, the corresponding advantages to the general public of this inspection would more than outweigh any presumed disadvantage to the trade of the Canal. It was proved in Committee, from experience in the Port of London, that trade was not injured by inspection of food imports, but

had there continued to increase, and that discharge and distribution of cargoes was not interfered with. It was also shown that inspection *did* take place in Liverpool, though perhaps not so extensive and systematic as in London, and that, on the other hand, none whatever had been instituted by the local authorities of Manchester, Salford and Stretford within the area of the port. The desirability of inspection itself not being in dispute, it was demonstrated that no possible difference could exist to shippers of food stuffs whether any particular inspection, if efficient, be carried out by, say, a Salford Inspector or a Port Sanitary Inspector.

Although the argument of the Canal Co., to the effect that if powers for inspection at the port of entry be given at all they should be made to apply to all ports in the Kingdom, was not sufficiently powerful to prevent the Manchester Port Authority from getting the powers of inspection granted, it had evidently made a powerful impression in high quarters, the Provisional Order Confirmation being immediately followed by a Bill to give the Local Government Board powers to make regulations respecting the inspection of food stuffs, which, among other provisions, would apply to Port Sanitary Authorities.

In the opinion of your Medical Officer the fighting out of the case for and against inspection before a neutral body has had the effect of rendering the relative positions of the Authority and the Company, with respect to the future working of the powers, better understood by both sides. It will undoubtedly be necessary for the Authority to secure efficiency in all future inspections as a first consideration, but in general administration it cannot but be equally necessary for the officials of the department to exhibit forbearance, tact and fairness in their dealings with the various interested parties with whom they may have to come into contact. On the other hand, it is to be hoped that those who come into contact with the Inspectors will soon come to regard them as friends and helpers instead of hindrances to their trade and prosperity.

Owing to the intentions of the Government to push through Parliament their General Bill, and the probability that the regulations issued

in connection therewith will make some alterations in present practice, it has not been thought advisable, so far, to commence utilising the powers obtained. In the meantime your Medical Officer has been devoting a considerable amount of time in making the necessary arrangements for commencing the new work at any time convenient to the Authority. As a guidance for future administration a careful study of the methods practised both in London and Hull has been made at these ports, reports on which were made directly after the visits.

The following Tables are given to illustrate the amount and importance of our foreign food supply, the part taken by different countries in producing the various shipments, and the principal ports in the country dealing with these imports, and the steady increase in quantity and value. They are all abstracted from the Annual Statement of Trade, published by the Board of Trade for 1905. After the Tables I have appended a copy of the new Order.

TABLE I.—SHEWING PRINCIPAL FOOD IMPORTS AT OUR CHIEF PORTS.

PORT.	IMPORT.			AMOUNT.
				£
London	{	Grain . . . . .	..	15,401,522
		Meat .. . . .	..	11,679,328
		Tea ... . .	..	9,088,834
		Sugar ... . .	...	6,465,286
		Fruit ... . .	...	5,099,705
Liverpool	{	Grain... ..	..	15,430,846
		Meat ... . .	...	15,981,036
		Animals ... .	..	4,931,297
		Sugar .. . . .	...	4,408,673
		Fruit ... . .	...	3,982,234
Hull	{	Grain... ..	...	9,534,338
		Butter . . . .	...	3,034,461
Southampton ...	{	Meat ... . .	...	2,147,771
		Butter .. . .	..	1,781,918
		Cocoa and Coffee	...	1,070,600
Leith... ..	{	Butter ... . .	...	2,219,845
		Grain .. . . .	...	2,523,451
Glasgow		Grain... ..	...	4,095,551
Harwich		Meat ... . .	...	4,087,459
Manchester		Grain .. . . .	...	3,930,087
Bristol		Grain .. . . .	...	3,185,284
Newcastle		Butter ... . .	...	2,379,450
Grimsby		Butter ... . .	...	2,173,510
Cardiff		Grain... ..	...	2,064,000
Folkestone	{	Fruit ... . .	..	351,863
		Vegetables ...	.	160,514

TABLE II.—COMPARING FOOD IMPORTS WITH TOTAL IMPORTS, AT THE CHIEF PORTS, AND SHEWING THE RATE OF INCREASE.

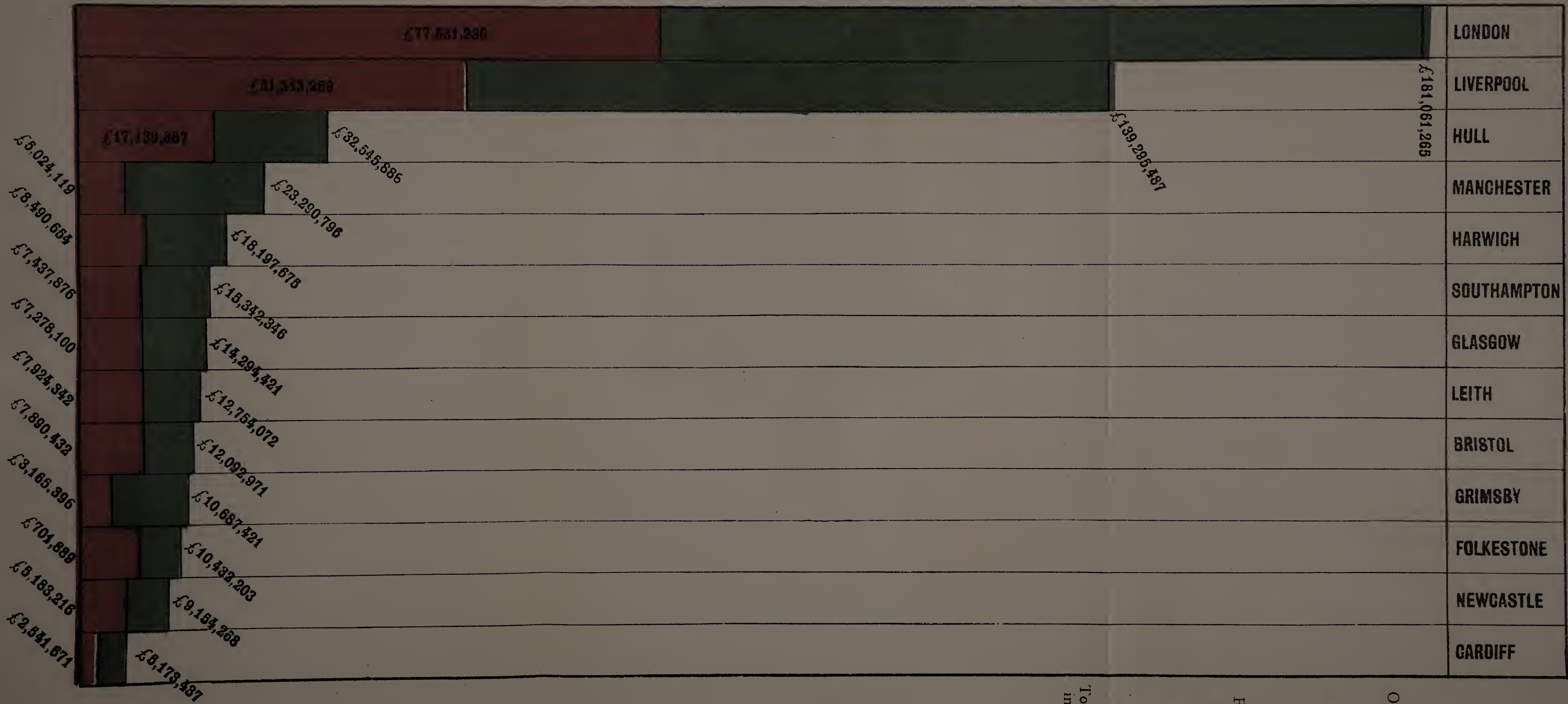
		1901.	1902.	1903.	1904.	1905.
		£	£	£	£	£
LONDON :—	Total Imports	169,564,009	167,568,254	173,132,088	174,475,656	181,061,265
	Food Imports	65,587,749	63,102,082	67,795,404	67,620,504	77,631,236
LIVERPOOL :—	Total Imports	131,557,791	127,194,381	129,000,840	137,523,276	139,295,487
	Food Imports	43,931,152	49,653,454	50,881,926	49,332,556	51,313,269
HULL :—	Total Imports	31,749,185	32,964,423	32,601,063	31,858,730	32,545,886
	Food Imports	15,623,989	16,454,042	16,653,856	16,775,080	17,139,857
HARWICH :—	Total Imports	17,246,172	19,757,754	14,391,913	18,494,579	18,197,675
	Food Imports	7,934,791	9,251,066	9,285,033	9,335,304	8,490,654
MANCHESTER :—	Total Imports	14,901,401	17,620,772	20,279,255	21,468,225	23,290,796
	Food Imports	2,919,825	3,751,194	4,581,406	4,975,415	5,024,119
SOUTHAMPTON :—	Total Imports	14,362,247	15,826,980	15,740,195	15,586,750	15,342,346
	Food Imports	6,754,528	8,482,131	8,165,982	7,980,715	7,437,876

TABLE III.—SHEWING THE PRINCIPAL PRODUCING COUNTRIES AND THE DIFFERENCES IN THE AMOUNTS PRODUCED FOR THIS COUNTRY IN THE TWO YEARS 1901 AND 1905.

COUNTRY.	YEAR 1901.	YEAR 1905.
	£	£
United States	61,422,052	42,347,658
South and Central America } ...	11,381,108	24,018,073
Russia	10,321,914	20,418,718
Canada	13,378,656	19,427,773
India	8,908,059	16,379,133
Denmark	13,059,917	14,920,903
Australia and New Zealand } ...	10,493,772	14,076,046
Germany	13,307,903	13,060,417
Netherlands	11,443,514	10,896,443
France	12,627,009	8,881,196
Belgium	4,254,184	4,023,940
TOTAL	£170,598,088	£188,450,300

DIAGRAM

Shewing Value of Food Imports compared with Value of Total Imports from abroad
at the 13 Principal Ports during 1905.



Top line of figures
indicates Totals.

FOOD IMPORTS.

OTHER IMPORTS.

MANCHESTER PORT ORDER (1906).

[6 EDW. 7.]

Local Government Board's

[Ch. cxxii.]

Provisional Order Confirmation (No. 10) Act, 1906.

CHAPTER cxii.

An Act to confirm a Provisional Order of the Local Government A.D. 1906.
Board relating to the Port of Manchester.

[4th August 1906.]

WHEREAS the Local Government Board have made the
Provisional Order set forth in the schedule hereto under the
provisions of the Public Health Act 1875:

38 & 39 Vict.
c. 55.

And whereas it is requisite that the said Order should be
confirmed by Parliament:

Be it therefore enacted by the King's most Excellent Majesty
by and with the advice and consent of the Lords Spiritual and
Temporal and Commons in this present Parliament assembled and
by the authority of the same as follows:—

1. The Order set out in the schedule hereto shall be and the
same is hereby confirmed and all the provisions thereof shall have
full validity and force.

Order in
schedule
confirmed.

2. This Act may be cited as the Local Government Board's
Provisional Order Confirmation (No. 10) Act 1906.

Short title.

[Ch. cxxii.] *Local Government Board's* [6 EDW. 7.]
Provisional Order Confirmation (No. 10) Act, 1906.

A.D. 1906.

SCHEDULE.

PORT OF MANCHESTER.

*Manchester
Port Order.*

Provisional Order for altering a Confirming Act.

To the Manchester Port Sanitary Authority ;—

To the Lord Mayor Aldermen and Citizens of the City of Manchester ;—

To the Mayor Aldermen and Burgesses of each of the Boroughs of Eccles Salford Warrington and Widnes ;—

To the District Council of each of the Urban Districts of Ellesmere Port and Whitby Irlam Lymm Runcorn and Stretford ;—

To the District Council of each of the Rural Districts of Barton-upon-Irwell Bucklow Chester Runcorn Warrington and Wirral ;—

And to all others whom it may concern.

WHEREAS the Port of Manchester (herein-after referred to as “the Port”) is a Port established for the purposes of the laws relating to the Customs of the United Kingdom and by virtue of the Manchester Port Order 1901 which was confirmed by the Local Government Board’s Provisional Order Confirmation (Port) Act 1901 (which Order and Act are herein-after respectively referred to as “the Order of 1901” and “the Confirming Act of 1901”) and of the Manchester Port Order 1903 which was confirmed by the Local Government Board’s Provisional Orders Confirmation (No. 9) Act 1903 the Manchester Port Sanitary Authority (herein-after referred

¹ Edw.
c. clxx.

³ Edw. 7.
c. lxxvii.

[6 EDW. 7.] *Local Government Board's* [Ch. cxxii.]
Provisional Order Confirmation (No. 10) Act, 1906.

to as "the Port Sanitary Authority") has jurisdiction within limits A.D. 1906.
 which are defined by the Order of 1901 and include the whole of the
 Port and its waters ;

—
*Manchester
 Port Order.*

And whereas by Section III. of the Order of 1901 it is provided that the Port Sanitary Authority shall have exercise perform and be subject to all the powers rights duties capacities liabilities and obligations of an Urban District Council under the enactments specified in the said Section so far as those enactments are applicable to the waters within the jurisdiction of the Port Sanitary Authority or to ships coming or being within the said jurisdiction or to persons upon any such ship or brought by any such ship within the said jurisdiction or to goods and things upon any such ship or to goods or things landed from any such ship and being within the said jurisdiction which in the opinion of the Port Sanitary Authority or their Medical Officer of Health require to be disinfected or destroyed ;

And whereas it is expedient that such provision as is hereinafter set forth should be made with respect to the powers rights duties capacities liabilities obligations and jurisdiction of the Port Sanitary Authority :

Now therefore We the Local Government Board in pursuance of the powers given to Us by Section 297 of the Public Health Act 1875 and by any other Statutes in that behalf do hereby order that from and after the date of the Act of Parliament confirming this Order the Confirming Act of 1901 shall be altered so that the following provisions shall take effect :—

38 & 39 Vict.
 c. 55.

Art. I. The Order of 1901 shall have effect as if for the said Section III. there were substituted the Section following that is to say,—

"SECTION III,—ASSIGNMENT OF POWERS &c.

"Art. XI. For the purposes of this Order the following

[Ch. cxxii.]

Local Government Board's

[6 EDW. 7.]

Provisional Order Confirmation (No. 10) Act, 1906.

A.D. 1906.

—

“sections of the Public Health Act 1875 the Public Health
 “Officers) Act 1884 the Public Health (Ships &c.) Act 1885
 “the Public Health (Members and Officers) Act 1885 and the
 “Public Health Acts Amendment Act 1890 shall apply and the
 “Port Sanitary Authority shall have exercise perform and be
 “subject to all the powers rights duties capacities liabilities and
 “obligations of an Urban District Council under the same
 “sections so far as those sections are applicable to the waters
 “within the jurisdiction of the Port Sanitary Authority or to
 “ships coming or being within the said jurisdiction or to
 “persons upon any such ship or brought by any such ship
 “within the said jurisdiction or to goods or things upon any
 “such ship or to goods or things landed from any such ship and
 “being within the said jurisdiction which in the opinion of the
 “Port Sanitary Authority or their Medical Officer of Health
 “require to be disinfected or destroyed or to articles which
 “being upon any such ship or being brought by any such ship
 “within the said jurisdiction are intended for the food of man
 “and which within that jurisdiction are either on any waters or
 “on land sold or exposed for sale or deposited for the purpose
 “of sale or of preparation for sale namely :—

“Of the Public Health Act 1875 :—

“Sections 91 to 111 relating to nuisances.

“Sections 116 to 119 relating to unsound food.

“Sections 120 to 133 relating to infectious diseases and
 “hospitals.

“Sections 134 to 140 relating to the prevention of epidemic
 “diseases.

“Sections 141 and 142 relating to mortuaries.

“Sections 173 and 174 relating to contracts.

“Sections 175 176 and 177 relating to purchase of lands.

Provisional Order Confirmation (No. 10) Act, 1906.

- “ Sections 179 180 and 181 relating to arbitration. A.D. 1906.
- “ Sections 182 to 186 and Section 188 relating to byelaws
 “ of local authority. —
*Manchester
 Port Order.*
- “ Section 189 Sections 191 to 197 and Sections 205 and
 “ 206 (excepting so much of Section 206 as requires the
 “ publication in a local newspaper of the annual report)
 “ relating to officers and conduct of business of local
 “ authorities.
- “ Sections 245 247 (as amended by the District Auditors
 “ Act 1879) 249 and 250 relating to audit.
- “ Section 251 and Sections 253 to 263 and 265 to 268 and
 “ Section 269 (as amended by the Summary Jurisdiction
 “ Act 1884) relating to legal proceedings.
- “ Sections 278 280 (second clause) and 282.
- “ Sections 298 relating to the costs of Provisional Orders.
- “ Sections 299 to 302 relating to defaulting local authorities.
- “ Sections 306 to 309 relating to miscellaneous provisions.
- “ Sections 327 328 and 329 being saving clauses.
- “ Of the Public Health (Officers) Act 1884 :— 47 & 48 Vict.
 c. 74.
 “ Section 2.
- “ Of the Public Health (Ships &c.) Act 1885 :— 48 & 49 Vict.
 c. 35.
 “ Section 2.
- “ Of the Public Health (Members and Officers) Act 1885 :— 48 & 49 Vict.
 c. 53.
 “ Section 2.
- “ Of the Public Health Acts Amendment Act 1890 :— 53 & 54 Vict.
 c. 59.
 “ Section 3 so far as it enables an Urban District Council
 “ to adopt Section 48.
- “ Section 28.

[Ch. cxxii.]

Local Government Board's

[6 EDW. 7.]

Provisional Order Confirmation (No. 10) Act, 1906.

A.D. 1906.

*Manchester
Port Order.*

“ Provided as follows :—

“(1) Nothing herein contained shall affect the powers of
 “ any Riparian Authority except as to such waters
 “ ships persons goods things and articles as above
 “ mentioned or shall have effect in a manner or to
 “ an extent which is inconsistent with any enact-
 “ ment whether public general or local and personal
 “ with respect to the Manchester Ship Canal or to
 “ any lands and premises or property of the Man-
 “ chester Ship Canal Company or which will pre-
 “ judicially affect any right privilege obligation or
 “ liability acquired accrued or incurred under or by
 “ virtue of any such enactment :

“(2) In this article the term ‘ ship ’ includes vessel or
 “ boat.”

Art. II. This Order may be cited as the Manchester Port
 Order 1906 and the Manchester Port Orders 1901 and 1903 and
 this Order may be cited together as the Manchester Port Orders
 1901 to 1906.

Given under the Seal of Office of the Local Government
 Board this Twenty-third day of May One thousand
 nine hundred and six.

(L.S.)

JOHN BURNS President.
 S. B. PROVIS Secretary.

THE SANITARY CONDITION OF SHIPS.

The number of vessels registered under the Merchant Shipping Act, inspected during the year, totals 2,284. Of these, 984 were found with insanitary conditions of various kinds.

When compared with the previous year (1905) we find a distinct decrease in the figures under these headings. During 1905, the inspections numbered 2,510, the defective vessels out of that number being 1,169. The different relationship of defective to sanitary vessels being 46.57 % for 1905, and 43.08 % for 1906.

The divergence of these figures for the two years requires some explanation. The decrease at the Manchester section of the port can be readily understood. For the first three months of the year, Inspector Atkinson was absent from duty, owing to his unfortunate accident at the end of the previous November, and temporary help had to be requisitioned. After resuming his work, the Inspector was not able to get about with his accustomed vigour for another six months, one important item for consideration, in this respect, being his inability to utilise a bicycle. The establishment of the new dock has also materially increased the area to be covered by the inspections.

The diminution in number of inspections at the Runcorn section is simply due to normal fluctuation. The shipping using that part of the canal is a fairly constant quantity, but subject to slight variations above and below the mean, and as the amount of shipping fluctuates so must, as a rule, the inspections.

In the opinion of your Medical Officer, the test of efficient administration does not lie so much in the direction of number of inspections as in the obtaining prompt remedies to the insanitary conditions brought to light by such inspections. In other words, a large number of inspections are of no real value unless followed by a corresponding benefit to those compelled to live on the vessels. In all cases of defects notified by the Inspectors, with the exception of such which are capable of being rectified under supervision whilst the vessel is in port, your Medical

Officer has made a point of communicating, at once, with the owners and explaining the requirements of the particular case. This method of procedure has proved to be entirely satisfactory.

There is no doubt that the accommodation provided for crews on ship board is far from satisfactory, a defect largely due to a want of skilled sanitary supervision during construction. The owners cannot be expected to bear the blame for this state of affairs, and it is only to be expected that when structural defects are subsequently pointed out by your Inspectors, some annoyance may be felt. When a new vessel is ordered, the owner stipulates that the same must be built according to the Board of Trade requirements, and therefore it should be impossible for such a position of things to arise as the bringing to light afterwards of structural insanitary conditions. When a new vessel gets into commission it becomes a house, under section 110 of the Public Health Act (1875), and is subjected to the same requirements as such under many other sections. It therefore seems a pity that an owner should have his vessel placed under two sets of inspections which do not work harmoniously. Shipowners have the entire sympathy of your Medical Officer, for, so far as can be understood, they are the actual sufferers under this unequal dual system, and have to "pay the piper" at both ends. What is undoubtedly required is the bringing into line of the two standards of sanitary requirements, and it is undoubtedly to the pecuniary interest of all shipowners to make a move towards getting this accomplished. The accomplishment of this desirable state of affairs would mean a levelling up of the Board of Trade standards to Port Sanitary requirements, an increase in the number of Board of Trade Surveyors, and a much greater attention to sanitary details on the part of these gentlemen. There would also be an increase in expenditure for the Government Department, but shipowners are entitled to the outlay and the protection to be afforded by that means.

Your Medical Officer has had experience of a similar dual standard in connection with house property, and when associated with the Manchester Corporation, was enabled to secure the abolition of this, by getting the sanitary building bye-laws and the Sanitary Department's regulations for existing properties brought to the same level. What has

been done on shore can be done for shipping, but a move must be made by owners, and the support of the Port Sanitary Authorities will follow as a matter of course.

Though owners are handicapped, as shewn above, your Medical Officer must admit that his requests have been almost universally met in a fair spirit, great willingness being shewn to have the vessels placed and kept in such a sanitary condition as circumstances will allow. A printed form, for notifying the department of the defects being remedied, is enclosed with the letter to the owner, and these are being exceedingly well returned.

The following Table shews the number of vessels on which defects have been known to be remedied during the year.

1906.

VESSELS RENDERED SANITARY.

January	...	...	...	48
February	...	...	...	43
March ...	...	...	...	42
April ...	...	...	...	47
May ...	...	...	...	54
June ...	...	...	...	36
July ...	...	...	...	61
August...	...	...	...	39
September	...	...	...	31
October	...	...	...	49
November	...	...	...	55
December	...	...	...	41
Total...				<u>546</u>

Statutory Notices to remedy, under the Public Health Act, to the number of 27, have been served during the year. Of these, 13 have been complied with, while in the remaining cases the vessels have not since been inspected

In one instance only has a prosecution been necessary, this taking place before the Cheshire County Justices, at Runcorn, on December 10th. The circumstances of the case are as follows :—

On June 9th, 1905, Inspector Richmond reported that the fore-castle deck flooring of the s.s. "Harold" was defective and required repair, also that the flush pipe to the port w.c. was broken and defective. On January 26th of this year, the vessel was again visited, and the same defects reported as unremedied. In addition, the overhead deck on the port side of the fore-castle, round the flange of the soil pipe, was reported as being in a leaky condition. The owners were written to by the Medical Officer on January 27th, and asked to remedy the defects complained of. Nothing had been done in the matter on the vessel being again visited on April 17th, so that the usual course of serving a formal notice upon the owners to abate the nuisance was followed out. On September 14th, Inspector Richmond again reported that the defects were unremedied. Your Medical Officer wrote for an explanation of the neglect, and was informed that the boat had been put into good repair at Cardiff in June last. Your Medical Officer therefore advised the firm that he would visit the vessel on the next arrival at Runcorn. This promised visit was duly made on October 27th, and the w.c. and fore-castle complained of found in a disgraceful condition. Needless to state that it was quite impossible for any real remedy to have been attempted, as stated by the owners. The flush pipe to the w.c. had been disconnected, the use of buckets of water being substituted for the former method of flushing, so that, the pan being in a leaky condition, a solution of excrement was washed on the deck each time the process was put into operation. On inspecting the fore-castle, the deck separating this from the w.c. was found to be leaking at its junction with the soil pipe, so that the solution mentioned was provided with a free entry into the crew's living quarters. The deck being defective, in the corner near the soil pipe, an open pool of this offensive liquid was continually under the noses of the occupiers, and there was no means of getting this away except by letting it into the ballast tank when room could be provided there. The junction of the soil pipe at the ship's side was also defective, and this leading to additional floods when at sea. There was no stove fixed in the fore-castle, and the place was altogether very damp.

The Law Clerk, Mr. A. Holmes, appeared for the Port Sanitary Authority; the owner was unrepresented. The case was proved by the Medical Officer of Health and Inspector Richmond. A penalty of five shillings, with costs, amounting together to five pounds, was inflicted, and an abatement Order granted.

1906.—TABLE A.

Shewing the number of vessels inspected and numbers found insanitary :

			Inspected	Insanitary
British Steam Ships ...	...	...	1329	561
„ Sailing Vessels ...	...	...	544	238
„ Flats and Barges ...	...	...	107	65
Foreign Steamships ...	...	...	261	101
„ Sailing Vessels ...	...	...	43	19
			<hr/>	<hr/>
Totals ...			2284	984
			<hr/>	<hr/>

TABLE B.

Shewing the number of vessels inspected and number found insanitary at different points in the Port :—

				Inspected	Insanitary
Acton Grange ...	...	...	...	22	5
Astmoor Marsh (Wiggs works) ..				83	34
Barton ...	...	...	...	7	4
Davyhulme ...	...	...	...	14	5
Eastham .	...	...	..	5	2
Eccles ...	...	...	...	7	4
Ellesmere Port ...	...	...	...	173	87
Manchester, Salford and Stretford ...				1105	449
Old Quay (Runcorn)...	..	...		12	7
Partington ...	...	...	...	20	6
Runcorn ...	...	...	...	497	203
Warrington ...	...	...	...	6	3
Weston Mersey Lock ...	...	...		4	1
Weston Point...	...	...	...	230	112
Widnes ...	...	...	...	99	62
				<hr/>	<hr/>
Totals ...				2284	984
				<hr/>	<hr/>

TABLE C.

Shewing the Nationalities of the vessels inspected and found insanitary :—

					Inspected	Insanitary
British	...	...	...	...	1980	864
Norwegian	...	...	..	...	148	64
German	...	...	...	...	55	17
Swedish	..	...	...	...	48	17
Danish	...	...	...	...	20	8
Spanish	...	...	...	...	13	5
Belgian	...	...	...	...	8	3
French...	...	...	...	...	4	—
Russian	...	...	...	...	3	2
Italian ...	...	...	...	...	2	2
Austrian	...	...	..	...	1	1
Dutch ...	...	...	...	...	1	—
Greek ...	...	...	...	...	1	1
Totals					2284	984

TABLE E.

Shewing the number of hands carried on vessels of various Nationalities subjected to inspection during the month.

British—

Europeans	...	...	...	...	29604	
Lascars	...	...	...	...	1905	
						31,509
Norwegian	...	...	...	...	...	2181
German ...	...	...	...	...	...	856
Swedish ...	...	...	..	...	...	818
Spanish ...	...	...	...	...	...	425
Danish ...	...	...	...	...	...	311
Belgian ...	...	...	...	..	...	272
French ...	...	...	...	...	...	98
Chinese ...	...	...	...	...	...	89

Russian	...	...	...	...	...	49
Italian	...	...	...	...	...	40
Arabs	...	...	...	...	...	31
Austrian	...	...	...	...	...	26
Greek	...	..	...	...	...	22
Dutch	...	...	...	...	...	21
Total						<u>36,748</u>

TABLE D.

Giving particulars of insanitary conditions found in the different vessels inspected :—

CREW'S QUARTERS.

	Steam- Ships	Sailing Vessels	Flats & Barges
Air pipe of ballast tank opening in forecastle	7	—	—
Accumulations of dirt and refuse in quarters	16	—	—
„ „ stagnant water „	23	—	—
Ballast tank leaking into forecastle	4	—	—
Berth unfit for habitation owing to dampness, caused by absence of stove	2	—	—
Bilges inaccessible for cleansing	—	—	1
„ „ requiring cleansing	1	—	—
Bow of vessel leaking into quarters	3	—	—
Bulkhead defective, allowing dust and dirt to penetrate from hold into quarters	—	—	3
Bulkhead defective, allowing communication between forecastle and w.c.	2	—	—
Chain lockers open to forecastle, &c.	12	4	1
Chain locker casing leaky	1	—	—
Condensed moisture forming on iron decks and beams	4	—	—
Decklights, portlights, &c., broken and defective	136	20	9
Drainage of quarters defective, allowing com- munication with w.c.'s	22	—	—

	Steam- Ships	Sailing Vessels	Flats & Barges
Forecastles, &c., requiring cleansing, painting, limewashing, &c.	231	60	26
Forecastles, &c., deficient in lighting... ..	14	10	27
„ „ „ „ owing to lights being covered by deck cargo, &c....	11	1	1
Forecastles overheated owing to cooking being done in same	4	1	1
Forecastles in a generally leaky condition ...	4	—	—
„ fittings, viz. doors, &c., defective	4	1	1
„ flooring loose and defective ...	10	4	—
„ in a damp and unwholesome state owing to absence of stove... ..	2	—	—
Hawse pipes leaking into quarters	3	—	—
Iron over bunks unsheathed	3	—	—
Overhead decks, &c., leaking into quarters ...	28	29	4
Paint, Oil, &c., lockers open to quarters ...	—	18	1
Pump for removing water from quarters defec- tive	1	—	—
Ship's gear, stores, &c., kept openly in, or in communication with quarters	9	23	3
Steam pipe causing leakage into quarters ...	1	—	—
Stove pipe causing leakage into quarters ...	—	1	—
Stem of vessel causing leakage into quarters ..	1	—	—
Ventilation inefficient or ventilators defective	66	76	4
Ventilation inefficient owing to ventilators being unshipped	3	—	—

CONDITION OF DECKS.

Accumulations of dirt and refuse about docks	20	—	—
--	----	---	---

HEATING.

No stove provided	6	2	—
No stove pipe provided... ..	3	2	—
Stoves and stove pipes defective	28	5	1
Steam heaters defective	2	—	—

	Steam- Ships	Sailing Vessels	Flats & Barges
OVERCROWDING and uncertified accommodation	20	3	1

STORAGE OF FOOD.

No lockers provided	2	—	—
Lockers without doors	19	—	—
Lockers rekuiring cleansing, limewashing, or painting	4	—	5
Lockers requiring repairs	1	1	—
Lockers not ventilated	5	—	1
Stale food in lockers	1	—	—

STORAGE OF WATER.

No water vessel provided	—	—	4
Water tanks requiring cleansing	39	6	4
„ „ not accessible for cleansing	4	2	6
„ „ defective, allowing ascess to dust &c., owing to an improper cover being provided	1	2	6
Water tanks requiring cementing outside	1	2	—
„ „ corroded and leaky	—	1	—
„ tank discharge pipe defective	1	—	—
„ „ liable to contamination, owing to oil pipe passing through same	1	—	—
Water casks in a decayed condition	1	11	3

WATER CLOSETS.

Flushing apparatus defective	50	4	—
Flush and soil pipes defective	6	1	—
Pans in a foul and defective condition	12	7	1
Closets in a foul or defective condition ..	44	3	—
„ requiring limewashing	6	—	—
„ deficient in light, or ventilation, or both	9	13	3
Closet doors and seats absent or requiring repairs	10	—	—

	Steam- Ships	Sailing Vessels	Flats & Barges
Closets all open to berth	1	1	—
„ in communication with galley, owing to defective bulkhead	1	—	—
Closets discharging on dock side, causing nuisance	2	—	—
Closet all open, (house required to secure privacy)	—	1	—
No sanitary convenience provided	2	1	—
Urinals in a foul condition	3	—	—
Total ...	938	316	117

CATTLE BOATS.

The following are the particulars respecting the Cattle Trade of the Port during the year.

The cleansing of the boats continues to be carried out in a rapid and efficient manner.

STEAMERS.	CATTLE			HEEP		
	LANDED ALIVE	LANDED DEAD	LOST AT SEA	LANDED ALIVE	LANDED DEAD	LOST AT SEA
CALEDONIAN	4497	4	10			
BOSTONIAN	4011	7	14			
IBERIAN	3997	1	9			
MANCHESTER COMMERCE ..	2284	5	9			
„ TRADER ...	2133	1	8	135		1
„ SHIPPER ..	1747	1	9	449		1
„ IMPORTER ..	1450	2	6			
THESPIS	1020					
MANCHESTER C R ORTION ..	878		4			
TINTORETTO	730					
TERENCE	608					
TITIAN	240					
Total	23,595	21	39	684	—	2

INSPECTION OF CANAL BOATS.

REPORT on the Administration of the Canal Boats Acts, 1877-1884,
for the year ended 31st December, 1906.

1. Two Inspectors have been appointed by the Authority to carry out the provisions of the Canal Boats Acts, viz.:—

HENRY ATKINSON, for Section A (Manchester to Latchford) and

WALTER RICHMOND, for Section B (Latchford to Eastham)

Both Inspectors have the Certificate of the Sanitary Institute.

Neither Inspector is required to devote his whole time to the duties of Inspections under the Canal Boats Acts. Their primary duty is the supervision of shipping registered under the Merchant Shipping Act, and they are only required to inspect canal boats at such times as they can spare from their other duties.

For purposes of Administration, the Port is divided into two sections, viz.: from Eastham to Latchford, including Widnes and Warrington, with headquarters at Runcorn, and from Latchford to Manchester, with headquarters at Manchester. Each section is under the control of one of the Inspectors, who is directly and solely responsible to the Port Medical Officer for the proper supervision of his district.

In order to facilitate inspection, at the lower part of the Port, the Authority's steam launch is in constant use, so that Canal Boats may be inspected at any time or place desirable.

These arrangements are found to work smoothly and in every way satisfactorily.

2. The work done during the past year shows a falling off, as compared with the previous year. This is due to the inspections having been temporarily discontinued at the Manchester section of the port. Inspector Atkinson is still suffering from the after effects of a fractured thigh, and cannot yet get about so well as formerly. It should also b

borne in mind that the opening of the new dock, and the extensive utilisation of this by large vessels, has materially increased the scope of this Inspector's activities in other directions. A resumption, however, of the supervision of the canal boats is being attempted, but what success is likely to attend the effort cannot yet be gauged.

The number of boats inspected, together with those discovered infringing the terms of the canal boats acts, since the Authority undertook this duty, are as follows:—

Year	No. Inspected.		No. Defective.	
1902	...	73	...	31
1903	...	191	...	77
1904	...	230	...	105
1905	...	209	...	132
1906	...	115	...	73

The number of boats infringing the Acts during the year is 63.47 per cent, exactly the same proportion as in the previous year.

All these inspections were made on the lower reaches of the canal, the actual number being only six under the previous year's figure for this section. As the percentage of defects noted for the Runcorn centre during 1905, was 73.55, the year's percentage of 63.47 may be considered as directly indicating an improvement in the general sanitary condition of boats using this part of the canal.

3. The following is a summary of the conditions found during the year and arranged according to the classification recommended by the Local Government Board:—

(a) REGISTRATION.

Not registered	...	...	...	...	6
Registration incorrect	...	...	...	...	5

(b) NOTIFICATION OF CHANGE OF MASTER ... 0

(c) CERTIFICATES.

Not identifying owner with boat	...	7
Registration certificate absent	... ..	5
Registration certificate so dilapidated as to be illegible	... ..	2

(d) MARKING.

No Marks	... ..	11
Making indistinct, or on one side of boat only	... ..	9

(e) OVERCROWDING 7

(f) SEPARATION OF THE SEXES... .. 11

(g) CLEANSING.

Cabin requiring cleansing	... ..	9
Cabin dilapidated and requiring repairs		14
Defective deck, or sides, or both, causing leakage into cabin	... ..	9
Bulkhead leaking, &c., allowing commu- nication with hold (manure boat)	... ..	2
Decklights leaking into cabin	4

(h) VENTILATION.

Ventilation inefficient	7
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(i) PAINTING.

Cabin requiring painting...	28
-----------------------------	--------	----

(j) PROVISION OF WATER CASK.

No water vessel on board	3
No efficient water vessel on board	... ..	4
Water casks decayed, and water vessels requiring repairs	... ..	19

(k) REMOVAL OF BILGE WATER.

Bilge pump absent	...	...	...	18
Bilges not accessible for cleansing	...			1

(l) NOTIFICATION OF INFECTIOUS DISEASE ... 0

(m) ADMITTANCE OF INSPECTOR ... 0

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(n) OTHER CONDITIONS.

Lighting deficient	18
Water tank not accessible for cleansing				2
Boat's lamps kept in cabin	...		...	1
Defective stove or stove pipe causing smokey cabin	...	...	...	6

Total ... 208

The proportion of infringements per boat works out at 2.8

4. The usual steps have been taken to secure compliance with the Acts. In all cases, complaint notes have been promptly served upon the owners, and, if not attended to at the end of the prescribed number of days, a letter asking for an explanation has been duly forwarded. A second or third letter has been sometimes required.

5. One case of infectious disease required to be dealt with. On May 11th, a certificate from Dr. John Mooney, of 60, Quay street, Manchester, to the effect that Catherine Stokes was lying in the canal boat "Arthur," at Quay street bridge, suffering from Diptheria, was brought to the office by Inspector Robertshaw (Manchester Corporation) and Mr. F. J. Abbott, Junr., owner fo the boat.

Mr. Abbott stated the boat had left Manchester at 1.15 a.m., was due at Runcorn at 11.15 a.m., and should go into the Mersey at flood tide (12.30) with the object of transferring her cargo of bale goods to the s.s. "Mahratta," at Birkenhead. The Ship Canal Co. kindly supplied information as to the location of the barge, and Inspector

Richmond was at once communicated with. The cabin was disinfected, fresh water supplied, and both the woman and her husband (who was master of the boat) brought up to Manchester in the launch by Inspector Richmond. The former was sent to Ladywell Sanatorium. As the husband appeared to be well, his name and address was taken, and he was allowed to proceed home to Todmorden, the local Medical Officer of Health being advised of the circumstances. The "Hygeia" arrived at Mode Wheel at 4.45 p.m. The "Arthur" was able to proceed to Birkenhead by the next tide and discharge her cargo.

6. No legal proceedings have been taken during the year. Where no complaint notes have been returned from the owners, notifying the remedying of defects, letters in all cases have been received instead. The course of procedure adopted has been entirely satisfactory. The number of complaint notes issued was 73, and of these, 51 have been returned properly attested.

W. F. DEARDEN,

Port Medical Officer.

SHIPPING INWARDS TO THE PORT OF MANCHESTER.

FROM JANUARY 1ST TO DECEMBER 31ST, 1906.

	MANCHESTER		RUNCORN		ELLESMERE PORT.		WIDNES		WARRINGTON.		TOTALS.	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
Foreign { STEAMERS ..	1,191	1,442,515	98	52,498	69	47,744	—	—	63	44,848	1,421	1,587,605
	2	524	38	28,088	22	12,944	—	—	—	—	62	41,556
<i>Total Foreign...</i>												
Coastwise { STEAMERS ...	1,916	470,148	804	101,119	410	60,729	734	48,291	24	2,819	3,888	683,176
	75	5,143	652	55,481	92	7,758	141	9,129	—	—	960	77,511
<i>Total Coastwise</i>												
	1,991	475,291	1,456	156,670	502	68,487	875	57,420	24	2,819	4,848	760,687

The above has kindly been supplied by H.M. Collector of Customs.

